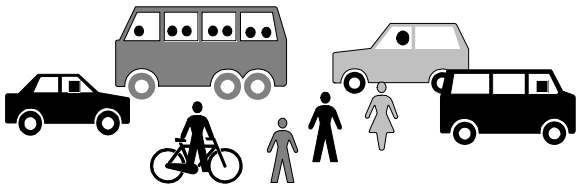
1999 Annual Transportation Survey of Residents

(including Transportation Funding Report)



City of Boulder
Audit and Evaluation Division
(formerly Center for Policy and Program Analysis)
January 2000

1999 Annual Transportation Survey of Residents

(including Transportation Funding Report)

Prepared by
Diane (Dee) Baron

with assistance from
Patricia Jenkins

City of Boulder
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Executive Summary

Background

- In the fall of 1997, the City of Boulder's Transportation Division commissioned a survey about citizen's perceptions and opinions about transportation within the City as a follow-up to the adoption of the 1996 Transportation Master Plan Update. This effort has been repeated annually in 1998 and 1999. The purpose of the survey is to track trends in residents' general satisfaction, perceptions, and behaviors related to transportation in Boulder. One component of the survey asks respondents about a specific transportation-related topic about which planners would like information. This topic changes from year to year. This year, respondents were asked a series of questions about transportation project funding and priorities.
- A random selection of Boulder area households was contacted by telephone to participate in this survey between November 8 to November 16, 1999. Four hundred interviews were completed. Results were statistically weighted so that demographics of respondents matched population demographics. The margin of error around the results is ±5%.

Annual Survey Results

Perception of the Transportation "Challenges" Facing Boulder

- Over the last three years, growth or overdevelopment and traffic-related issues have been cited by residents as the top two challenges facing Boulder. Growth issues were ranked first over traffic and transportation-related concerns in 1997 and 1998 by just a few percentage points. In 1999, however, traffic-related "challenges" were considered most important by 40% of residents, an increase of about 10 percentage points since last year.
- Improvement of bus and transit service was the most frequent response given by respondents when asked what they thought could be done to improve transportation in Boulder (43%), a similar proportion as in previous survey years.
- While 21% of 1999 survey respondents offered no suggestions for improvement, improvements mentioned by between 9-12% of respondents each were: traffic signal timing, and improving the ease of getting around town by car, and improving bike transportation facilities.
- These results are somewhat different from previous years in that improving ease of getting around by car was mentioned by a somewhat larger proportion of the respondents while reducing traffic congestion was mentioned by somewhat fewer than in previous years.

Experience of Getting Around Boulder

- Respondents to the survey were asked to rate their experience in getting around Boulder. On average, ratings fell in the middle of a scale from very bad to very good. A little more than one fourth of respondents rated their experience in getting around town as "neither good nor bad," another 26% responded that their experiences were "good" and 32% rated their experience as "bad ."
- These results represent a slight shift towards more negative ratings of the experience in getting around town over the three year period, but this shift was not statistically significant.

Planning for Transportation in Boulder

Survey participants were asked whether they agreed or disagreed with a series of statements about transportation and traffic in Boulder. Most of these statements were about policy directions the City could take in transportation issues, although a few statements considered respondents' perceptions of the City's handling of transportation tax money and the causes of traffic congestion.

- Over half of respondents "strongly" agreed that the City should concentrate on providing more alternatives to the automobile as the solution to relieving current and future traffic congestion. (About one in five respondents disagreed with this statement.)
- More than two-thirds (69%) of the respondents agreed that the City of Boulder should give a higher priority to funding transportation improvements to serve modes other than the automobile, although fewer than half of respondents "strongly agreed" with this statement.
- About one third (32%) of the respondents disagreed with a statement suggesting the City of Boulder should widen exiting roads and build new roads in order to relieve current and future traffic congestion.
- Most respondents (76%) thought the City should be doing something to decrease traffic congestion, although nearly a quarter of respondents agreed with a statement that the "City of Boulder should not attempt to relieve traffic congestion, but let traffic reflect current conditions."
- Average ratings of responses to these four items has remained almost exactly the same over the three years the survey has been conducted.

Downtown Parking

- While citizens support the City pursuing alternatives to the automobile, 75% of survey respondents "strongly" or "somewhat" agreed that the City should provide more parking in the downtown area. Average responses to this question have remained fairly stable over the three year period. At the same time, the amount of parking available in the downtown increased in 1999 compared to the last two years by more than 800 spaces.

Transit Service

- The statement receiving the highest amount of agreement from respondents was "The City of Boulder should provide additional frequent, small, bus service like the HOP and SKIP." Nearly 90% of respondents strongly agreed with this statement, and only 10% disagreed.

In-Commuting, Tourism and Traffic Congestion

- One of the statements read to survey participants dealt with their perception of the cause of Boulder's traffic congestion. More than half (59%) of respondents agreed that most of Boulder's traffic problems were caused by in-commuters and tourists rather than residents, while 41% disagreed with this statement.
- Respondents were also asked if they thought the City of Boulder should limit job growth in order to relieve current and future traffic congestion. This idea did not receive much support; just under a third of respondents agreed with this statement.

- Response patterns to each of these questions has been consistent over the three year period, with average scores varying by only .1 between years.

Funding Transportation

- About half (51%) of respondents agreed that people who drive more should pay more of the costs of maintaining roads in Boulder. However, almost an equal proportion disagreed with the statement, and 30% "strongly" disagreed.

- Over half (56%) agreed that new development should pay more than existing residents for transportation improvements in general. Those who opposed this idea did not feel quite as strongly (19% strongly disagreed) as those who did not like the idea that those who drive more should pay more.

- Again, average ratings on these two items varied little among the three years.

Use of Transportation Monies

- A larger proportion (60%) of respondents agreed that the City was spending taxpayer's transportation money wisely than disagreed with the statement (40%). Average scores on this item have not varied over the three survey years.

Ratings of Boulder's Existing Transportation System

- Bike paths and lanes received the highest ratings of the services and facilities rated, with a mean rating of 3.9 on a scale from 1 (very bad) to 5 (very good). Over a quarter (28%) of respondents rated this part of the transportation infrastructure as "very good."
- The next highest ratings went to transit service and sidewalks; both averaged 3.7 on the 5-point scale. About 20% of respondents rated these as "very good."
- Parking in places other than downtown, condition of the streets, and neighborhood traffic safety received average ratings close to the middle of the scale, but slightly more on the positive side. Only about 10% of respondents gave "very good" ratings to these features.
- The average ratings for traffic signal timing and neighborhood traffic mitigation efforts were also close to the middle of the scale, but slightly more on the negative side. Somewhat more than 40% of respondents gave negative ratings to these features (44% and 43%, respectively).
- Traffic congestion and parking in the downtown received the lowest ratings. About two-thirds of respondents gave "bad" or "very bad" ratings to these aspects of transportation in Boulder.

Bus Use and Bus Passes

Respondents have been asked for the last two years (1998 & 1999) about their use of RTD bus service and bus pass programs. Responses varied little between the two years.

- Overall, over 60% of respondents ride the bus less than once a month (62% in 1999, 65% in 1998). About 20% in each year report riding the bus once a week or more, either for work or other trips.

- Similarly, around 60% of the respondents said they did not have a bus pass. Of those who do have passes, the most common type mentioned was the Buff One CU Student pass (15%-20%), followed by business sponsored Eco Passes (7%-12%). Generally speaking, pass holders tended to live within the city limits, be younger (18-24 years old), be more recent arrivals (lived here less than 5 years), or work in Boulder.

- Not surprisingly, respondents who made a significant portion of their trips using alternate modes were more likely to have a bus pass (52%) than those who said they would like to use alternate modes more often (29%) or those who make most trips by driving alone (15%).

- When non-pass holders were asked if having an Eco Pass would increase their bus use, about half in both years said this was "not very likely." This was especially true for men, respondents over 35 years old, and those who own homes and/or have lived here for over five years.

"Readiness to Change" to Alternative Mode Use

The survey also contained a question about people's behavior and attitude towards alternative modes versus driving alone. This question was included as an experimental effort to gauge the population's position on a "readiness to change" scale. Several theories of behavior change suggest that there are stages people must progress through in order to achieve a behavioral or lifestyle change, such as cessation of smoking or changes in eating habits. Response patterns have been similar throughout each of the three years of survey administration.

- About a quarter of respondents (26% in 1999) said they make most of their trips by driving alone, and were unlikely to change how they travel. These would be the residents in the "pre-contemplation" stage, in which people are not even aware that their existing habits are unhealthy or a may contribute to a problem.
- About a third (36%) said they already make a significant proportion of their trips by using modes other than driving alone. These individuals are in the "action" or "maintenance"stage. In the action stage, people have begun to incorporate the behavior change into their life. In the maintenance stage, the new behavior is now integrated into their lifestyle.
- The remainder of respondents (38% in 1999, down from 42% in 1998) said that while they currently make most of their trips by driving alone, they would like to use other modes for at least some of their trips. This group would be classified in the "contemplation" or "preparation" stages. In the contemplation and preparation stages, they may know that the behavior may contribute to a problem, and may be considering making changes, but have not yet actually made a behavioral change.

Priorities and Methods of Funding for Transportation Projects

Each year the Transportation Survey asks a set of topical questions on a specific subject. This year respondents were asked about their preferences and priorities related to funding Transportation projects.

Spending Preferences for Transportation Projects by Mode Category

- Respondents to the survey were asked to express their spending preference for a series of projects in five general areas: the street/road system; transit; the bicycle system; pedestrian walks and paths and transportation-related promotional/educations efforts. Within the primary transportation modes, questions asked related to spending on major and minor maintenance projects, construction and expansion projects.

- In the category of streets and auto-related projects, spending more on street improvements to reduce congestion (such as adding turning lanes) received the largest proportion of "spend more" responses (70%). Between 41% and 48% of respondents wanted "more" spent on the other five areas, which included minor street maintenance (e.g. pothole repair), major street maintenance (e.g. resurfacing), increasing road capacity (e.g. adding lanes), reducing traffic impacts on neighborhoods (e.g. speed control), and major street improvements such as new interchanges and roads.

- Among the transit-related projects listed, survey respondents were uniformly supportive of spending more or the same amounts on various transit projects (including expansion of the Eco Pass program, increasing the number of bus routes and/or the frequency of buses on existing routes). Only 7-8% of respondents wanted "less" spent on any of these projects. The transit-related project that received the greatest support was expansion of the Eco Pass Program to include more of the community; 73% of respondents supported this project.

- Of the three bicycle-related projects named, respondents were most desirous that more money be spent on construction of additional percent of survey participants suggested spending more money on this project; 28% wanted the City to spend "a lot more" money. About 60% of respondents wanted more money spent on expansion of the off-street bicycle system and 52% wanted more spent on maintenance of the existing bicycle system.

- Pedestrian projects were also considered worth spending money on, with only 3-6% responding they wanted "less" spent on construction or maintenance of sidewalks and other pedestrian paths. Among these, constructing "missing links" in the system was most preferred (71% wanted "more" spending on this), followed closely by construction of additional sidewalks/paths (69% "more") and less enthusiastically by maintenance of the existing system (37% wanting more spent on this, with 57% wanting about the same amount spent in this category).

- Respondents were generally supportive of spending Transportation monies on education and promotional activities, although average ratings on these items tended to be a bit lower than for the other mentioned projects. Between 14% and 17% of those surveyed wanted "less" spending in these areas. Over half (59%) wanted more expenditures for promotion and education and 38% wanted more spent on safety education and marketing.

- Considering all the projects named in all modes, the three that received the highest requests for spending were: expansion of the Eco Pass program (average rating of 3.92 on 5 point scale); construction of missing links in the existing sidewalk system (average of 3.9); and street improvements to enhance traffic flow and reduce congestions (average of 3.88).

Top Priority Projects for Transportation Funding

- In response to an open-ended question asking respondents to name up to three projects they would rate as highest priority for funding, increasing the number of bus routes was the most frequently mentioned (29% of respondents), followed by increasing the frequency of buses on existing routes (23%). Street improvements to enhance traffic flow was third most commonly mentioned (17%), followed by expansion of the off-street bike system (12%), construction of additional bike lanes (11%), and expansion of the road system (10%).

- Responses to this priority question were aligned with respondents' general travel preferences in that those who already make use of alternate modes or wish to increase their alternate mode use were more likely to rate bus services and bike facilities as "high" priority, while those who prefer to drive alone were more likely to place a high priority on street improvements and road system expansion.

Financing Transportation Projects

- When asked about how transportation projects, in general, should be funded, given that sufficient funds are not currently available to fund all projects, 42% of respondents felt that additional monies should be raised for transportation projects, rather than reducing funding to other areas in the city. The next largest proportion of respondents (35%) felt that transportation spending should be prioritized without either taking money from other City areas or raising more money, and the remaining 23% favored reducing other areas in the City to fund transportation projects.

- Respondents were also asked if they would favor raising additional money if the projects to be funded were those they had identified as "high priority." Under these circumstances, most (76%) favored additional fund-raising. Those who did not favor additional funding tended to be older (over 35 years), childless, homeowners, and/or people who preferred driving alone rather than using alternate modes of transportation.

- Among those who favored raising additional money for the projects they named as "high priority," about half (51%) said they thought more money was needed to solve the current problems, especially traffic congestion (specifically mentioned by 18%). Another 12% of these respondents said they favored raising more money rather than reducing money to non-transportation projects.

- Among those who opposed raising additional monies for the projects they named as "high priority," the most common reason given for this opposition related to their belief that the City should use the available money better (nearly half of the reasons given), followed by a desire not to have additional taxes (20%).

- When respondents' opinions about fund raising were compared to the "top priority" projects they had identified, opposition was strongest among those who had identified street improvements (both traffic congestion relief and expansion of the road system) as "high priority" projects – 29% of those who had rated these types of projects as "high priority" opposed additional funding.

- In the same comparison, the projects that received the largest proportion of "strongly favor" responses to the question of raising additional monies (by about one third of respondents) were "increasing the number of bus routes," "construction of additional bike lanes along major corridors," and "increasing the frequency of buses on existing routes." Around 90% of respondents who named these three projects "somewhat" or "strongly" favored raising additional monies to support them.

- When given four options for raising additional transportation funds, the most popular one (favored by 55% of respondents) was an employee head tax paid by employers. Each of the other options had more respondents "opposed" than "favoring" – road tolls were the least popular option with 72% opposed, followed by additional property taxes (64% "oppose"), and additional city sales tax (59% opposition).

- About two-thirds of respondents offered alternative suggestions for funding transportation projects. Among these an addition to the gasoline tax was most frequently mentioned (by 24% of those offering suggestions), followed by "taxes on business/new jobs" and "funds from state or federal government" at 13% each.

Background

In the fall of 1997 the City of Boulder's Transportation Division commissioned a survey about citizen's perceptions and opinions about transportation within the City as a follow-up to the adoption of the 1996 Transportation Master Plan Update. A second survey was conducted in 1998, and this year's survey represents the third in the series. The major purpose of these surveys is to track trends in residents' general satisfaction, perceptions and behaviors related to transportation in Boulder.

In addition to the general transportation questions, a section of each survey has been devoted to more specific transportation topics. In 1997, this section was allotted to traffic signal timing. Follow-up questions to the photo radar and photo red light demonstration projects were asked in the 1998 survey. The 1999 survey contains a section regarding funding for transportation projects. Survey respondents were asked first about whether more or less money should be spent on a variety of types of transportation projects and were asked to name their three highest priorities for transportation spending. Respondents were also asked whether they favored or opposed raising additional monies to fund transportation projects, and if so, how the monies should be raised.

A random selection of Boulder area households was contacted by telephone to participate in this survey between November 8 and November 16, 1999. Four hundred completed interviews were completed. Results were statistically weighted so that demographics of respondents matched population demographics. The margin of error around results is ±5%. (See Appendix III for a more complete description of the survey methodology. A copy of the survey instrument is included in Appendix IV.)

Report of Annual Survey Results

Perception of the Transportation "Challenges" Facing Boulder

As an introduction to more specific transportation topics, two general questions about the challenges facing Boulder were asked in each survey year, to assess the prominence of transportation issues in the perceptions of Boulder's residents. Survey participants were asked what they thought was the most important challenge facing the City of Boulder. These responses were classified into categories as shown in Figure 1.

Over the last three years, growth or overdevelopment and traffic-related issues have been cited by residents as the top two challenges facing Boulder. Growth issues were ranked first over traffic and transportation-related concerns in 1997 and 1998 by just a few percentage points. In 1999, however, traffic-related "challenges" were considered most important by 40% of residents, an increase of about 10 percentage points since last year. At the same time, concerns about growth and overdevelopment was considered among the most important challenges facing Boulder by 28% of respondents, a decrease of about 6 percentage points since last year. Concerns about affordable housing were the third most frequently mentioned topic in 1999, by 10% of respondents.

Figure 1

I would like to start this survey by asking you what you think is the most important challenge facing the City of Boulder?†	Percent of Respondents*		
	$1999_{N=402}$	$1998_{N=400}$	$1997_{N=402}$
Traffic/Traffic Congestion/Transportation	40%	30%	31%
Growth/Overdevelopment	28%	34%	33%
Affordable Housing	10%	7%	5%
Law Enforcement/Crime/Violent Crime	6%	4%	2%
Economy	5%	7%	1%
Balancing Growth with Other Concerns	3%	4%	4%
Education	3%	5%	2%
Open Space	3%	3%	1%
Traffic Signal Timing	2%	1%	2%
Crossroads/ BURA	1%	4%	15%
City Council	1%	1%	6%
More Recreational Amenities	1%	0%	0%
City Budget	<1%	1%	4%
Parking	0%	2%	2%
Environmental Concerns	0%	1%	0%
Parking	0%	2%	2%
Lack of Diversity	0%	0%	1%
Unsolved Criminal Cases (Ramsey Case)	0%	1%	1%
Don't Know	11%	9%	7%
Other**	2%	5%	15%

†This question was asked "open-ended", that is, respondents were asked the question, but no list of responses from which they could choose was given to them. They responded with whatever came to their mind.

* The percentages add to more than 100% because respondents were allowed to give more than one answer to this question.

** See Appendix II for verbatim "other" responses.

After answering this first question, respondents were informed that the remainder of the survey would focus on transportation issues in Boulder. They were then asked what they thought should be done to improve transportation in Boulder (also as an "open-ended" question). Responses were very similar across survey years.

Improvement of bus and transit service was the most frequent response, given by over 40% of the respondents (see Figure 2 below). Improving the ease of getting around town by car was the next most frequently cited response, mentioned by 12% of respondents. Other vehicle travel-related improvements also mentioned were: reduction of traffic congestion, improvement of traffic signal timing, additional downtown parking and getting ride of speed bumps, etc. If these four categories of responses are thought of as all related to improving the ease of getting around town by automobile, this seems to indicate that after improving bus and transit service, improving travel by automobile is the next highest concern. In 1999, 21% of respondents could think of "nothing" to change, or thought that transportation in Boulder was fine. This is an increase over previous years.

Figure 2

What, if anything, do you think should be done to improve transportation in Boulder? †	**Percent of Respondents***		
	1999$_{N=402}$	**1998 $_{N=400}$**	**1997$_{N=402}$**
Improve bus/transit service/light rail/improve ease of getting around town by bus	43%	43%	41%
Improve ease of getting around town by car	12%	8%	8%
Improve/increase bike paths/lanes (system)/improve ease of getting around town by bike	9%	8%	7%
Improve traffic signal timing	9%	9%	9%
Reduce traffic congestion	7%	11%	9%
Improve street maintenance	4%	5%	3%
Get rid of speed bumps, traffic circles, other traffic obstructions, etc.	3%	1%	2%
Additional parking downtown	3%	4%	8%
Reducing single occupancy vehicle travel	2%	2%	4%
Additional parking in places other than downtown	<1%	2%	4%
Less cars/ drivers	0%	2%	0%
Improve ease of getting around town by walking	1%	2%	2%
Reduce aggressive driving/" road rage"	1%	2%	2%
Nothing, can't think of any or transportation is fine	21%	16%	15%
Other**	11%	20%	20%

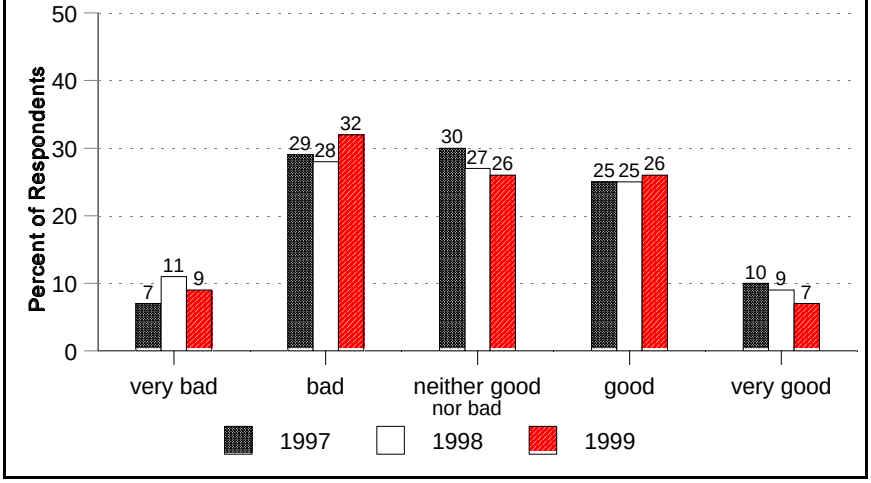
†This question was asked "open-endedly", that is, respondents were asked the question, but no list of responses from which they could choose was given to them. They responded with whatever came to their mind.
* The percents add to more than 100% because respondents were allowed to give more than one answer to this question.
** See Appendix II for verbatim "other" responses.

Experience of Getting Around Boulder

Respondents to the survey were asked to rate their experience in getting around Boulder. On average, ratings fell in the middle of a scale from very bad to very good. There was a slight shift in between 1997 and 1999 towards more negative ratings of the experience in getting around town, but this shift was not statistically significant.

Those who reported making a significant proportion of their trips by alternate modes were more likely to rate their experience of getting around Boulder more positively than those who made most of their trips by driving alone (see Appendix I).[1]

Figure 3



Planning for Transportation in Boulder

Survey participants were also asked whether they agreed or disagreed with a series of statements about transportation and traffic in Boulder. Most of these statements were about policy directions the City could take in transportation issues, although a few statements considered respondents' perceptions of the City's handling of transportation tax money and the causes of traffic congestion. Responses to these statements are shown in Figures 4 through 15 on the following pages.[1] Where appropriate, comparisons are made to responses to a survey conducted in March of 1996 to gather citizen input for the Transportation Master Plan Update. As the response scales used on the two surveys were different, responses to both surveys were converted to a 100-point scale, where "0" equals strong opposition or disagreement and 100 equals strong agreement or support, to allow easier comparisons between results from the two surveys.[2] This scale is called a "PTM rating," for "percent-to-maximum."

[1] Appendix I contains breakdowns of responses to this and other questions by demographic subgroups.

[2] The response scale on the Transportation Master Plan Update (TMP) survey was: "strongly support", "somewhat support", "neither support nor oppose", "somewhat oppose", and "strongly oppose". The response scale on the Annual Transportation Survey of Residents was "strongly agree", "somewhat agree", "somewhat disagree", and "strongly disagree". If the average rating from the TMP survey was "neither support nor oppose", which is right in the middle of the scale, the 100-point rating would be 50. The more opposition among respondents to an idea there was, the closer the rating would be to 0. The more support, the closer to 100. Likewise, on the Annual Transportation Survey of Residents, the more disagreement to an idea, the closer the rating would be to 0, the more agreement, the closer to 100.

Preferred Approach to Transportation Planning

Participants in the 1996 Transportation Master Plan Update survey were asked which approach the city should emphasize to reduce traffic congestion: reducing drive alone trips or increasing road capacity. In that survey, about two-thirds of respondents thought the City should reduce drive alone trips, while about 15% thought the City should increase road capacity, and another 15% thought the City should do both. The results from the three implementations of the Annual Transportation Survey of Residents continue to provide support for an approach favoring reduction of single-occupancy vehicle travel with an emphasis on alternative modes.

As Figure 4 reveals, responses have been consistent over all three years. Over half of respondents "strongly agreed" that the City should concentrate on providing more alternatives to the automobile as the solution to relieving current and future traffic congestions. (About one in five respondents disagreed with this statement.) About two-thirds of respondents agreed that the City of Boulder should give a higher priority to funding transportation improvements to serve modes other than the automobile, although less than half of respondents "strongly agreed" with this statement. *These statements seem to indicate that Boulder residents support the current emphases within the Transportation Master Plan which place importance on encouraging the use of alternate modes over vehicle travel.*[3]

Figure 4

Please tell me whether you strongly agree, somewhat agree, somewhat disagree or strongly disagree with the following statements	Percent of Respondents (1999)					Mean Rating		
	strongly agree (4)	somewhat agree (3)	somewhat disagree (2)	strongly disagree (1)	Total	1999	1998	1997
The City of Boulder should concentrate on providing more alternatives to the automobile in order to relieve current and future traffic congestion. N=390	57%	24%	12%	7%	100%	3.3	3.4	3.3
The City of Boulder should give a higher priority to funding transportation improvements which serve pedestrians, bicyclists and bus riders than to transportation improvements to serve automobiles. N=381	39%	30%	21%	10%	100%	3.0	3.0	3.0
The City of Boulder should widen existing roads in town and in neighborhoods and build new roads in order to relieve current and future traffic congestion. N=394	17%	31%	23%	29%	100%	2.1	2.1	2.1
The City of Boulder should not attempt to relieve traffic congestion but let traffic reflect current conditions. N=378	7%	17%	31%	45%	100%	1.9	1.8	1.9

At the same time, respondents in all three years expressed concern about traffic congestion. About half of respondents agreed and half disagreed with a statement suggesting the City of Boulder should widen existing roads and build new roads in order to relieve current and future traffic congestion and about three-quarters of respondents thought the City should be doing something to decrease traffic congestion.

Responses to these statements differed by respondents "readiness to change" to alternative modes. Those who reported they preferred to make most of their trips by driving alone were more likely to favor widening roads, and were less likely to agree that the City should concentrate on providing alternatives to the automobile (see Appendix I).

[3] *Note that text in italics in the body of this report represent inferences made from the available data by the report's authors.*

The results from the Transportation Master Plan Update survey (TMP Survey) closely correspond with results from the Annual Transportation Survey of Residents (AT Survey).[4] As shown in Figure 5, respondents to both surveys showed strong support for an emphasis on alternatives to the automobile by the City of Boulder as the solution relieve current and future traffic congestion. (See footnote #2 on page 4 for an explanation of PTM ratings.)

Figure 5

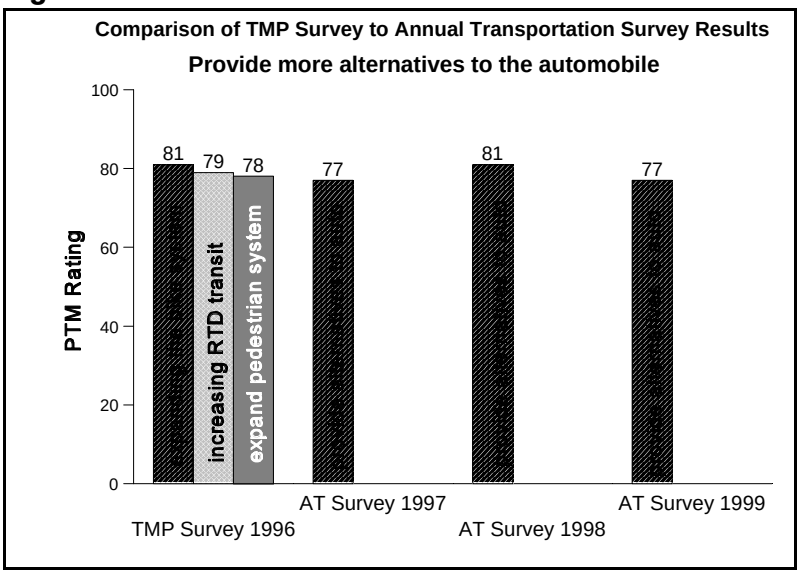
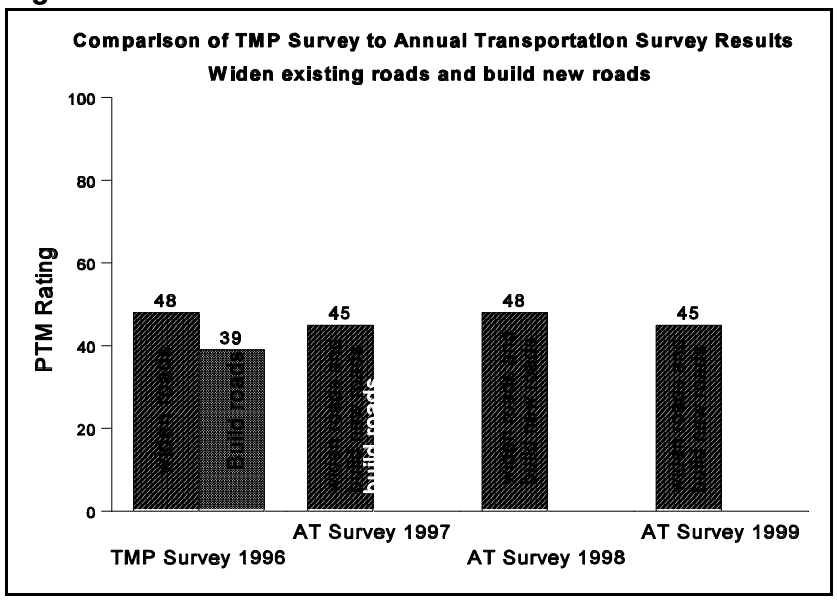


Figure 6



Both surveys[5] showed much less support for increasing road capacity by widening existing roads or building new roads than for providing alternatives to automobile travel.

[4]The question on the 1996 Transportation Master Plan Update (TMP) survey was: "There are a number of strategies which could help reduce future traffic congestion. Please tell me whether you would strongly support, somewhat support, neither support nor oppose, or strongly oppose: 'increasing transit through RTD,' 'expanding the bike system within Boulder,' and 'expanding the pedestrian system.' The question on the Annual Transportation Survey of Residents was:"Tell me whether you strongly agree, somewhat agree, somewhat disagree or strongly disagree with the statement: The City of Boulder should concentrate on providing more alternatives to the automobile in order to relieve current and future traffic congestion."

[5]The question wording in the 1996 TMP survey was: "There are a number of strategies which could help reduce future traffic congestion. Please tell me whether you would strongly support, somewhat support, neither support nor oppose, or strongly oppose: 'increasing road capacity by widening roads.' and 'building more roads.' In the Annual Transportation surveys the wording was: "Tell me whether you strongly agree, somewhat agree, somewhat disagree or strongly disagree with the statement: The City of Boulder should widen existing roads in town and in neighborhoods and build new roads in order to relieve current and future traffic congestion."

Downtown Parking

While citizens support the City pursuing alternatives to the automobile, 75% of survey respondents "strongly" or "somewhat" agreed that the City should provide more parking in the downtown area for employees and shoppers (see Figure 7). Despite a lower average rating on this question in 1999, the proportion of respondents who "strongly" agreed with this statement rose in 1999 to 53% from 48% in 1998 (see 1998 Annual Transportation Survey report). At the same time, when they were asked without prompting what could be done to improve transportation within Boulder, only 3% of respondents expressed a desire for more downtown parking compared to 4% in 1998 and 8% in 1997.

In fall of 1999 two parking garages opened in the downtown area, adding a total more than 800 parking spaces to the available parking. These garages, a public one on the corner of 15th and Pearl Streets (adding 538 spaces) and a private garage on 15th and Spruce Street (adding about 300 spaces) were opened in mid-September and mid-October, respectively. While the Transportation Survey was conducted in early November, many residents may not have been aware of the increase in available parking in the downtown. *It will be interesting to compare the 1999 results on the question of downtown parking with the results in next year's survey to gauge residents' perceptions of parking availability.*

Figure 7

Please tell me whether you strongly agree, somewhat agree, somewhat disagree or strongly disagree with the following statements	**Percent of Respondents (1999)**					**Mean Rating**		
	strongly agree (4)	**somewhat agree (3)**	**somewhat disagree (2)**	**strongly disagree (1)**	**Total**	**1999**	**1998**	**1997**
The City of Boulder should provide more parking spaces for employees and shoppers in the downtown area. $_{N=389}$	53%	22%	15%	10%	100%	3.1	3.2	3.2

Responses to this question differed significantly by respondents' answers to the question about their travel behavior. In 1999, 84% of those who made a significant proportion of their trips by driving alone somewhat or strongly agreed the City should provide more downtown parking, compared to 71% of those who mostly drive alone but would like to change, and 61% of those who prefer making most of their trips by driving alone (see Appendix I). *Overall, the desire to maintain an ample supply of parking in the downtown area continues to be important to Boulder residents.*

Transit Service

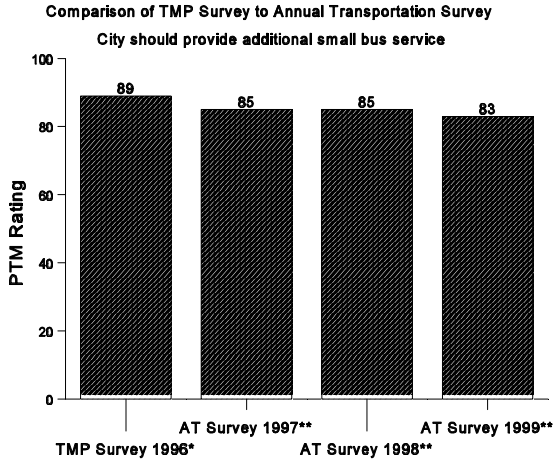
The statement receiving the highest amount of agreement from respondents was "The City of Boulder should provide additional frequent, small, bus service like the HOP and SKIP". More than 60% of respondents "strongly" agreed with this statement, and only 10% disagreed with it (see Figure 8). This corresponds with the results to the open-ended question, in which the most frequently given suggestion to improve transportation was to expand and/or improve Boulder's transit system (see Figure 2).

Figure 8

Please tell me whether you strongly agree, somewhat agree, somewhat disagree or strongly disagree with the following statements	Percent of Respondents (1999)					Mean Rating		
	strongly agree (4)	somewhat agree (3)	somewhat disagree (2)	strongly disagree (1)	Total	1999	1998	1997
The City of Boulder should provide additional frequent, small bus service like the HOP and SKIP. $_{N=387}$	63%	26%	7%	3%	100%	3.5	3.6	3.6

Boulder citizens have consistently endorsed the idea of HOP-like transit. Support ratings from the Transportation Master Plan Update survey were almost identical to ratings from the Annual Transportation Survey of Residents (see Figure 9). Note that differences are not statistically significant.

Figure 9



* The actual question wording was: "There are a number of strategies which could help reduce future traffic congestion. Please tell me whether you would strongly support, somewhat support, neither support nor oppose, or strongly oppose: increasing small shuttle transit service like the HOP."

** The actual question wording was "Tell me whether you strongly agree, somewhat agree, somewhat disagree or strongly disagree with the statement: The City of Boulder should provide additional frequent, small bus service like the HOP and SKIP."

In-Commuting, Tourism and Traffic Congestion

One of the statements read to survey participants dealt with their perception of the cause of Boulder's traffic congestion. Almost 60% of respondents agreed that most of Boulder's traffic problems were caused by in-commuters and tourists rather than residents, although only about one-quarter of respondents "strongly" agreed with this statement. About 40% disagreed. These results were essentially unchanged from previous years.

Figure 10

Please tell me whether you strongly agree, somewhat agree, somewhat disagree or strongly disagree with the following statements	Percent of Respondents (1999)					Mean Rating		
	strongly agree (4)	somewhat agree (3)	somewhat disagree (2)	strongly disagree (1)	Total	1999	1998	1997
Most of the traffic problems in Boulder are not caused by residents, but by people commuting into the City and tourists. $_{N=338}$	27%	32%	29%	12%	100%	2.7	2.7	2.6

Respondents were also asked if they thought the City of Boulder should limit job growth in order to relieve current and future traffic congestion. This idea did not receive much support; about 30% of respondents agreed with this statement. Results were very similar in previous years.

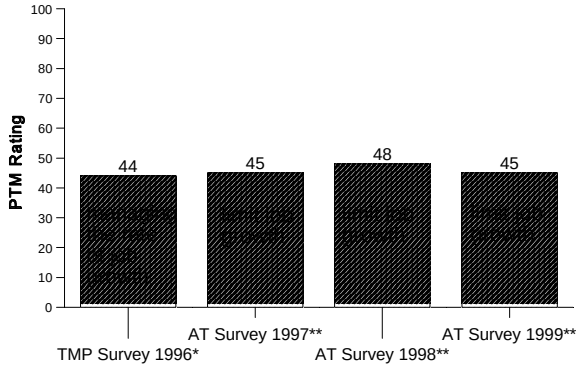
Figure 11

Please tell me whether you strongly agree, somewhat agree, somewhat disagree or strongly disagree with the following statements	Percent of Respondents (1999)					Mean Rating		
	strongly agree (4)	somewhat agree (3)	somewhat disagree (2)	strongly disagree (1)	Total	1999	1998	1997
The City of Boulder should limit job growth in the City in order to relieve current and future traffic congestion. $_{N=394}$	9%	22%	36%	33%	100%	2.3	2.4	2.3

Support ratings for the concept of limiting job growth were very similar in the Annual Transportation Survey to the Transportation Master Plan Update survey in 1996, shown in Figure 12. Differences between survey years were not statistically significant.

Figure 12

Comparison of TMP Survey to Annual Transportation Survey
Limiting Job Growth



* The actual question wording was: "There are a number of strategies which could help reduce future traffic congestion. Please tell me whether you would strongly support, somewhat support, neither support nor oppose, or strongly oppose: managing the rate of job growth."

** The actual question wording was "Tell me whether you strongly agree, somewhat agree, somewhat disagree or strongly disagree with the statement: The City of Boulder should limit job growth in the City in order to relieve current and future traffic congestion."

Funding Transportation

The City has been emphasizing alternative modes to the automobile for some time as a way to reduce traffic congestion and to increase mobility within town. More recently, other concepts have been considered, such as applying marketplace economics to funding transportation projects, especially improvements which serve automobiles. Respondents were asked how they felt about some of these ideas. About half (51%) of respondents agreed that people who drive more should pay more of the costs of maintaining roads in Boulder. However, almost an equal proportion disagreed with the statement, and 30% "strongly" disagreed. There was slightly more support for the idea that new development should pay more than existing residents for transportation improvements in general. About 56% agreed with this statement, while about 44% disagreed.

Figure 13

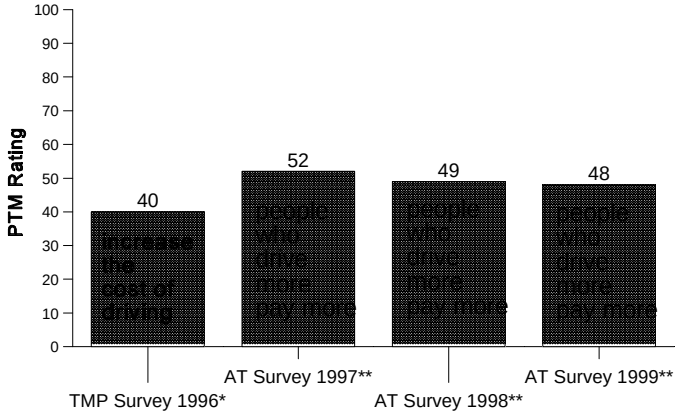
Please tell me whether you strongly agree, somewhat agree, somewhat disagree or strongly disagree with the following statements	Percent of Respondents (1999)					Mean Rating		
	strongly agree (4)	somewhat agree (3)	somewhat disagree (2)	strongly disagree (1)	Total	1999	1998	1997
People who drive more should pay more of the costs of maintaining the roads in Boulder. $_{N=387}$	23%	28%	19%	30%	100%	2.4	2.4	2.5
New development should pay more than existing residents for transportation improvements. $_{N=379}$	26%	30%	25%	19%	100%	2.7	2.7	2.6

A question was asked on the Transportation Master Plan Update survey about paying for driving. However, the question was worded differently, with a different connotation than from the Annual Transportation Survey. On the TMP survey, respondents were asked their support for increasing the cost of driving. There was more opposition than support for this idea. On the Annual Transportation Survey, however, respondents were asked whether those who drive more should pay more for the cost of maintaining the roads. While about half of ATS respondents favored it, the support for this idea was somewhat greater than for just increasing the cost of driving in general. *This may be due to the changes in the wording, or the work of the Transportation Department in promoting the idea of "market-pricing" for automobile transportation as a part of the Congestion Relief program.*

Figure 14

Comparison of TMP Survey to Annual Transportation Survey

Paying more to drive more



* The actual question wording was: "There are a number of strategies which could help reduce future traffic congestion. Please tell me whether you would strongly support, somewhat support, neither support nor oppose, or strongly oppose: increasing the cost of driving."

** The actual question wording was "Tell me whether you strongly agree, somewhat agree, somewhat disagree or strongly disagree with the statement: People who drive more should pay more of the costs of maintaining the roads in Boulder."

Use of Transportation Monies

A general question asked of survey participants in each of the three Annual Transportation surveys dealt with how wisely transportation money is being spent. As in previous years, a larger proportion of respondents (60%) agreed that transportation monies were well spent than disagreed with this statement (40%). However, it should be noted that, similar to responses in previous AT surveys, over a third of those contacted responded by saying "don't know", indicating that they didn't feel they knew enough about this issue to answer the question.

Figure 15

Please tell me whether you strongly agree, somewhat agree, somewhat disagree or strongly disagree with the following statements	Percent of Respondents (1999)					Mean Rating		
	strongly agree (4)	somewhat agree (3)	somewhat disagree (2)	strongly disagree (1)	Total	1999	1998	1997
The City of Boulder is spending taxpayer's transportation money wisely. $_{N=263}$	8%	52%	25%	15%	100%	2.5	2.5	2.5

There were marked differences in opinion about the City's transportation spending by people's travel behavior. Respondents who already use or would like to use alternate modes more frequently were more likely to agree that the City of Boulder is spending taxpayer's transportation money wisely. About two-thirds of these respondents agreed with the statement, compared to 45% of those who prefer to make most of their trips by driving alone (see Appendix I).

A more detailed analysis of the types of transportation projects that citizens would like to see funded is included in this report in the special section "Priorities and Methods of Funding for Transportation Projects" beginning on page 19.

Ratings of Boulder's Existing Transportation System

In another set of survey questions, respondents were asked to rate various aspects of the existing transportation system in Boulder. Ratings on all aspects of the existing system have remained consistent over the three survey years.

Bike paths and lanes received the highest ratings of the services and facilities rated, with a mean rating of 3.9 on a scale from 1 (very bad) to 5 (very good). Just over a third of respondents rated this part of the transportation infrastructure as "very good." Transit service and sidewalks both received positive ratings, 3.7 on the 5-point scale. About one in five respondents rated these aspects of transportation as "very good."

Parking in places other than downtown, condition of the streets, and neighborhood traffic safety received average ratings close to the middle of the scale, but slightly more on the positive side (3.2 to 3.4). Only about 10% of respondents gave "very good" ratings to these features.

The average ratings for traffic signal timing and neighborhood traffic mitigation efforts were also close to the middle of the scale, but slightly more on the negative side. About 45% of respondents gave negative ratings to these features.

Traffic congestion and parking in the downtown received the lowest ratings. About two-thirds of respondents gave "bad" or "very bad" ratings to these aspects of transportation in Boulder.

Figure 16

Next, I would like you to rate the following aspects of the transportation system in Boulder. Please rate each on a scale of 1 to 5, with one being "very bad" and 5 being "very good".	Percent of Respondents						Mean Rating		
	very bad (1)	bad (2)	neither good nor bad (3)	good (4)	very good (5)	Total	1999	1998	1997
Bike paths and lanes $_{N=383}$	4%	5%	19%	44%	28%	100%	3.9	3.9	3.9
Local transit $_{N=373}$	2%	8%	26%	45%	18%	100%	3.7	3.8	3.7
Sidewalks $_{N=398}$	3%	6%	29%	41%	21%	100%	3.7	3.7	3.6
Parking in places other than downtown $_{N=387}$	4%	17%	29%	41%	10%	100%	3.4	3.3	3.4
Neighborhood traffic safety $_{N=381}$	3%	12%	37%	37%	11%	100%	3.4	3.2	3.2
Condition of the streets $_{N=397}$	3%	14%	39%	35%	9%	100%	3.3	3.2	3.3
Neighborhood traffic mitigation efforts $_{N=395}$	20%	23%	28%	22%	7%	100%	2.7	2.8	2.7
Traffic signal timing $_{N=394}$	21%	23%	32%	20%	4%	100%	2.6	2.8	2.7
Parking downtown $_{N=384}$	35%	30%	20%	10%	4%	100%	2.2	2.1	2.1
Traffic congestion $_{N=398}$	31%	37%	24%	5%	3%	100%	2.1	2.1	2.2

Bus Use and Possession of Passes

Several questions on the surveys in 1998 and 1999 asked respondents about their use of the RTD bus and whether they had various types of passes. Responses to all question in this set were remarkably similar over the two year period

Frequency of RTD Bus Use

In both 1998 and 1999 about 20% of respondents rode the RTD bus once a week or more for their work commute and about the same proportion said they rode the RTD bus for other purposes. More than 60% of respondents reported using the RTD bus less than once a month for commuting and non-commuting proposes.

Figure 17

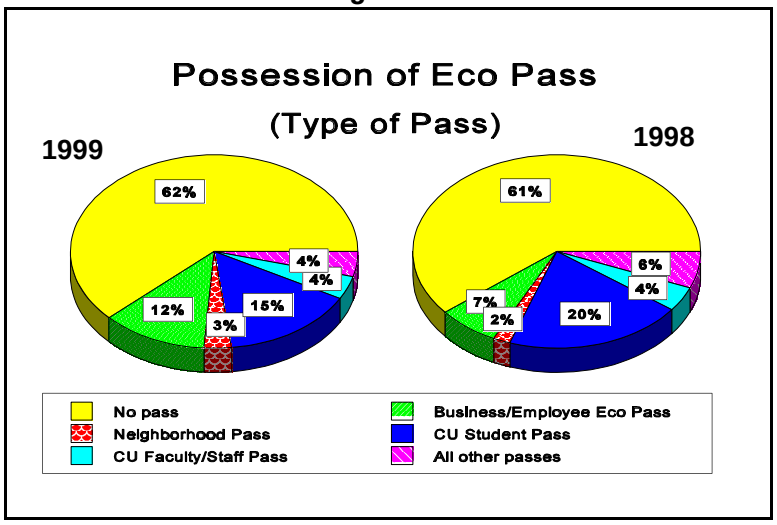
About how often, if ever, do you use an RTD bus for:	your work commute?		other types of trips, such as shopping or personal errands?	
	Percent of Respondents			
	$1999_{N=394}$	$1998_{N=392}$	$1999_{N=394}$	$1998_{N=392}$
Less than once a month	62%	65%	66%	65%
One to three times a month	7%	4%	15%	12%
Once a week or more	20%	21%	19%	23%
Don't work/Retired	11%	10%	n/a	n/a
TOTAL	100%	100%	100%	100%

Possession of Eco Pass or other Discount Bus Pass

Respondents in 1998 and 1999 were asked whether or not they had a bus pass and those who had passes were asked the type of pass they had. In a proportion similar to those who ride the bus least frequently (see Figure 17 above), about 60% of respondents said they had no bus pass. The type of pass most often mentioned by those who had a bus pass was the Buff One CU Student pass (cited by 15% of respondents in 1999 and 20% in 1998). About 12% of respondents in 1999 and 7% in 1998 had business sponsored Eco Passes.*

(A complete list of the types of passes named can be found in Appendix II.)

Figure 18



**Note that differences between years were not statistically significant.*

A further analysis was done in order to gain insight into the demographics of pass holders compared to respondents who said they did not have an Eco Pass or other type of bus pass. Several items with significant differences were found in the results from the 1999 Transportation Survey. (Detailed tables can be found in Appendix I.)

- Those who lived within the City limits were three times as likely to have an Eco Pass or other bus pass compared to respondents who lived in the immediate environs (39% compared to 11%).
- Respondents who worked in Boulder were more likely to have a bus pass (40%) than those who worked in other places (22%).
- Employed persons were more likely to have an Eco Pass or other bus pass than those who did not work (36% compared to 17%).
- As expected, CU students were more likely than non-students to have a bus pass (all CU students have one).
- Among respondents who said they had an Eco Pass or other type of bus pass, 56% made a significant portion of their trips using alternate modes, 32% would like to use alternate modes more often and 11% said they prefer to make most trips by driving alone.
- People between the ages of 18 and 34 were more than twice as likely to have an Eco Pass, CU Pass or other type of bus pass compared to respondents 35 years old or older. (About 20% of the older age groups had passes; 53% of 18 to 34 year olds had passes.)
- Respondents who had lived in Boulder less than 5 years were more likely to have an Eco Pass or other type of bus pass (48%) compared to those who had lived here 5 years or more (27%).
- Renters were more likely to have an Eco Pass or other bus pass (41%) than were those who owned their own homes (25%).
- Respondents who had children were more likely to have an Eco Pass or other type of bus pass (39%) compared to childless residents (25%).

- Note that these characteristics were influenced by the presence of students within each group; when students were removed from the population, the pass holder differences between age groups, length of residence, rent vs. own and having or not having children were not statistically significant.

Possible Increase in Bus Use with Eco Pass

Respondents who did not have an Eco Pass were asked whether their use of RTD buses would increase if an Eco Pass were available to them for either their work commute or for other types of trips. Responses in the two years were again very similar (no statistically significant differences).

Slightly more than 20% said they would be "much more likely" to use the bus for their work commute if they had an Eco Pass, though about 55% of respondents without Eco Passes would not be very likely to ride the RTD buses for their work commute even if an Eco Pass were available to them. For non-commute trips, a slightly larger percentage (than for the work commute) would be "somewhat more likely" to use RTD buses if they had an Eco Pass (almost one-third of respondents, compared to about one-quarter of respondents who would be "somewhat more likely" to use RTD buses for their work commute).

Figure 19

If an Eco Pass was available to you through work, school or your neighborhood, how likely would you be to ride RTD buses more than you do now for:	your work commute?		other types of trips, such as shopping or personal errands?	
	Percent of Respondents			
	1999 $_{N=216}$	1998 $_{N=216}$	1999 $_{N=261}$	1998 $_{N=244}$
Much more likely	23%	21%	20%	23%
Somewhat more likely	23%	24%	33%	29%
Not very likely	54%	55%	47%	48%
TOTAL	100%	100%	100%	100%

Among respondents without Eco Passes (60% of all respondents), demographic differences were also found between those who said they would be more likely to use buses if they had an Eco Pass compared to those who said it would be unlikely that they would use the bus. (Tables showing the characteristics of significant difference are in Appendix I.)

- Sixty percent of those between the ages of 35 and 54 and 71% of respondents over 55 years said it was "not very likely" that they would ride the RTD bus for their work commute if an Eco pass was available compared to 35% of respondents under the age of 35.
- Women respondents in larger proportion said they would be "much more likely" to ride the bus for the work commute if an Eco Pass were available (30%) compared to men (17%) who felt the same way.
- Respondents who owned their home and those who have lived here for five years or more were significantly less likely to ride the RTD bus for their work commute if an Eco Pass were available than renters and those who have lived in Boulder for less than 5 years.

"Readiness to Change" to Alternative Mode Use

Since 1997, the Annual Transportation has included a question about people's behavior and attitude towards alternative modes versus driving alone. This question originally was conceived as an experimental effort to gauge the population's position on a "readiness to change" scale. Several theories of behavior change suggest that there are stages people must progress through in order to achieve a behavioral or lifestyle change, such as cessation of smoking or changes in eating habits. According to these models, the first stage is "pre-contemplation," in which people are not even aware that their existing habits are unhealthy or contributing to a problem. In the contemplation and preparation stages, they may know that the behavior is contributing to a problem, and may be considering making changes, but have not yet actually made a behavioral change. In the action stage, people have begun to incorporate the behavior change into their life. In the maintenance stage, the new behavior is now integrated into their lifestyle.

For the purposes of this survey, respondents were asked which of three statements (shown in the figure below) came closest to describing how they felt about traveling in and around Boulder. The proportion of Boulder's population in each of the three categories remained basically unchanged from 1997 to 1999.

About a quarter of respondents said they make most of their trips by driving alone, and were unlikely to change how they travel. These would be the residents in the "pre-contemplation" stage. About bit more than one-third (34%-36%) said they already make a significant proportion of their trips by using modes other than driving alone. These individuals are in the "action" or "maintenance" stage. The remainder, about 40%, said that while they currently make most of their trips by driving alone, they would like to use other modes for at least some of their trips. This group would be classified in the "contemplation" or "preparation" stages. The size of this group seems to indicate that there is still a portion of trips made by residents within the City which could be shifted away from the SOV. *The challenge will be to figure out what it would take to shift these trips, and implement programs or services to meet the needs of this group.*

Figure 20

Please tell me which of the following three statements comes closest to your feelings about traveling in and around Boulder.	**Percent of Respondents**		
	1999$_{N=395}$	**1998 $_{N=383}$**	**1997$_{N=397}$**
I prefer making most of my trips by driving alone, and am unlikely to change how I travel.	26%	24%	24%
While I make most of my trips by driving alone, I would like to use other modes of transportation for some of the trips I make.	38%	42%	41%
I make a significant proportion of my trips by using modes other than driving alone.	36%	34%	35%
TOTAL	100%	100%	100%

Figure 21a on the next page presents the results of the answers in the 1999 Annual Transportation Survey to this "readiness to change" question by demographic subgroups[6]. For most of these subgroups, differences were statistically significant. Interesting contrasts to note were:

- The 18-34 age group was the most likely to already be making a significant proportion of their trips via alternative modes, 51% in this age group, compared to about a quarter of respondents in the older age groups. About one-third of respondents in the 35 to 54 year old group and the same proportion of respondents over 55 preferred to make most of their trips by driving alone, compared to only 14% of 18 to 34 year olds.

- CU students were more likely to make a significant proportion of their trips using alternate modes (48%) compared to non-students (34%). However, even among CU students about the same proportion as non-students (37%), said they would like to use other modes for some trips.

- Those who live within City limits were much more likely to report that they are already making a significant proportion of trips using alternate modes than those who lived outside City limits (40% compared to 19%). Twice as many non-residents (44%) prefered making their trips by driving alone, compared to 22% of those living within the City limits.

- Those who rented their homes or lived in attached dwelling units were more likely to already be making a significant proportion of trips by alternate modes (47% and 44% respectively) than were those in detached housing units or those who owned their residence (31% and 23%).

- Those who have lived here less than 5 years were more likely to use alternate modes than those of longer residency, 46% compared to 32%.

- Respondents who were not employed were less likely than employed respondents to make a significant proportion of their trips by alternate modes (17% of unemployed persons compared to 39% of those who were employed). *Quite likely, those who are unemployed are retired*, and as seen earlier, those in the older age group are less likely to already be using alternate modes, and less likely to want to change some of their drive alone trips.

- Respondents who work in Boulder were more likely than those who work in other places to make a significant portion of their trips by alternate modes (43% compared to 28%). However, half of those who work outside Boulder (51%) said they would like to use other modes for some of their trips (compared to 31% of respondents who work in Boulder).

- Respondents with an Eco-Pass were least likely to prefer making most of their trips by driving alone (10%) compared to those with RTD passes (19%) or no passes (34%). A majority of those with an Eco-Pass reported making a significant proportion of their trips using alternate modes (56%) compared to those with RTD passes (39%) or no passes (26%).

The "readiness to change" question was also analyzed by demographic characteristics of the population excluding CU students in order to assess the impact that the student population may have on this question, shown in Figure 21b.

- Among non-student respondents, statistically significant differences were found for: age (those between 18 and 34 were more likely to make a significant proportion of their trips by alternate modes); education (a larger proporition of more those with more than a bachelor's degree would like to use alternate modes more frequently); city of residence (Boulder residents more likely to use alternate modes for a signficant proportion of trips); rent vs. own (renters more likely than owners to use alternate modes already); length of residency (non-students who have lived here less than 5 years more likely to use alternate modes for a significant proportion of trips); and possession of Eco Pass (those with passes more likely to use alternate modes already).

[6]Table I.1 in Appendix I shows the proportions of respondents in each of these demographic subgroups.

Figure 21a

Percent of ALL Respondents	Sex		Age*			Education*		Within City Limits*	
	male	female	18-34	35-54	55+	less than bachelor's	bachelor's or more	yes	no
How do you feel about travel?									
I prefer making most of my trips by driving alone	26%	25%	14%	35%	33%	31%	21%	22%	44%
I would like to use other modes for some of my trips	34%	42%	35%	38%	44%	28%	45%	38%	37%
A significant proportion of my trips are by alternate modes	40%	33%	51%	27%	22%	41%	34%	40%	19%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

Percent of ALL Respondents	CU Student Status*		Employment Status*		City Where Work*		Ratio of Drivers to Cars	
	CU student	not a student	employed	not employed	Boulder	other city	1 or less	more than 1
How do you feel about travel?								
I prefer making most of my trips by driving alone	15%	28%	25%	29%	26%	21%	22%	33%
I would like to use other modes for some of my trips	37%	38%	36%	54%	31%	51%	37%	39%
A significant proportion of my trips are by alternate modes	48%	34%	39%	17%	43%	28%	41%	28%
Total	100%	100%	100%	100%	100%	100%	100%	100%

Percent of ALL Respondents	Children in Household		Housing Unit*		Rent or Own*		Length of Residency*		have an Eco-Pass or RTD pass?*		
	yes	no	detached	attached	rent	own	less than 5 years	5 or more years	Eco-Pass	RTD Pass	No Pass
How do you feel about travel?											
I prefer making most of my trips by driving alone	23%	27%	27%	23%	19%	33%	22%	27%	10%	19%	34%
I would like to use other modes for some of my trips	36%	43%	42%	33%	33%	44%	33%	41%	33%	42%	40%
A significant proportion of my trips are by alternate modes	41%	30%	31%	44%	47%	23%	46%	32%	56%	39%	26%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

* Indicates that differences between groups are statistically significant, p< .05.

Figure 21b

Percent of NON-STUDENT Respondents	Age°			Education°		Within City Limits°	
	18-34	35-54	55+	less than bachelor's	bachelor's or more	yes	no
how do you feel about travel (readiness to change)							
I prefer making most of my trips by driving alone	12%	36%	34%	38%	22%	24%	43%
I would like to use other modes for some of my trips	36%	37%	43%	25%	45%	39%	37%
A significant proportion of my trips are by alternate modes	52%	27%	23%	37%	33%	38%	20%
Total	100%	100%	100%	100%	100%	100%	100%

Percent of NON-STUDENT Respondents	Rent or Own°		Length of Residency°		have an Eco-Pass or RTD pass?°		
	rent	own	less than 5 years	5 or more years	Eco-Pass	RTD Pass	No Pass
how do you feel about travel (readiness to change)							
I prefer making most of my trips by driving alone	20%	35%	24%	29%	10%	12%	34%
I would like to use other modes for some of my trips	35%	42%	30%	42%	31%	40%	40%
A significant proportion of my trips are by alternate modes	45%	23%	46%	29%	59%	48%	26%
Total	100%	100%	100%	100%	100%	100%	100%

°Figure 21b only displays demographic characteristics where differences between groups were statistically significant.

Priorities and Methods of Funding for Transportation Projects

This year the Transportation Division was interested in querying Boulder residents about their priorities for transportation funding. The 1996 Transportation Plan describes goals for enhancement of the transportation system and outlines a variety of projects to implement these goals. However, it is anticipated that funding may not be available to achieve all the projects as delineated in the Plan. Therefore prioritization is required. Respondents to the survey were asked to express their spending preference for a series of projects in five general areas: the street/road system; transit; the bicycle system; pedestrian walks and paths and transportation-related promotional/educations efforts. Survey participants were also asked how they felt about the funding of projects and whether they would favor or oppose raising additional money to fund projects they favored. Finally, respondents who favored raising additional money were asked what types of fund-raising mechanisms they would favor.

Spending Preferences for Transportation Projects by Mode Category

Survey participants were asked whether the City should spend more, about the same, or less on a variety of transportation projects. These generally covered major and minor maintenance projects, as well as construction and expansion projects for each of the primary modes (vehicles, buses, bicycles and pedestrians). Respondent preferences are described by mode in Figures 22 to 26 below.

Spending Preferences on Streets and Auto Related Projects

Respondents' preferences for spending among vehicle-related projects reflected their ongoing concern about traffic congestion as a problem in Boulder. Seventy percent of respondents wanted to spend more on street improvement which would enhance traffic flow and reduce congestion; almost 30% suggested spending "a lot more" on this endeavor (see Figure 22). Respondents were also in favor of continued spending on major and minor maintenance of the existing street system. About 47% of respondents wanted to spend more on minor maintenance and 31% wanted to spend more on major maintenance projects; about half of respondents suggested spending "about the same" on each of these activities. Almost half (48%) of survey participants wanted to spend more on construction which would add capacity to existing roads.

Figure 22
Spending Preferences on Streets and Auto Related Projects

Do you think the City should spend:	Percent of Respondents						Mean Rating
	a lot more (5)	a little more (4)	about the same (3)	a little less (2)	a lot less (1)	Total	
On street improvements to enhance traffic flow and reduce congestion, such as new left and right turn lanes$_{=391}$	28%	42%	23%	5%	2%	100%	3.88
On minor maintenance of the existing street system, such as patching potholes and replacing paint markings and signs$_{=392}$	15%	32%	48%	4%	1%	100%	3.57
On major maintenance of the existing street system, which includes curb & gutter replacement and resurfacing of streets$_{=388}$	12%	29%	51%	6%	2%	100%	3.42
On construction to add capacity to existing roads, such as the addition of lanes in major corridors$_{=388}$	20%	28%	25%	13%	14%	100%	3.28
On projects to try to reduce the effects of automobile traffic on neighborhoods, such as speed and noise control$_{=385}$	12%	30%	35%	14%	9%	100%	3.21
On major street improvements to expand the road system, such as new interchanges and roads$_{=392}$	16%	27%	29%	17%	11%	100%	3.21

It is interesting to note that spending preferences on major and minor maintenance of the existing street system **did not** differ by respondents' "readiness to change" responses, that is, those who preferred to drive alone, those who would like to use alternate modes more often and those who already use alternate modes were about equally likely to want to spend money on street maintenance. On the other hand, respondents who said they prefer to make most of their trips by SOV were significantly more likely than the other two groups to favor spending on all other vehicle related projects. See Appendix III for details of these responses and breakdowns by other demographic characteristics.

Spending Preferences on Transit Related Projects

Residents' enthusiastic support for transit is shown in their desire for spending on these types of projects. Less than 10% of respondents suggested spending less on any of the named transit-related projects. Almost 75% of survey participants wanted to spend more on expansion of the Eco Pass program; almost one-third of these respondents suggested spending "a lot more." About two-thirds of residents asked that more money be spent on continued support of the Eco Pass program. About the same proportion of respondents wanted to spend more on increasing the number of bus routes in the city.

Figure 23
Spending Preferences on Transit Related Projects

Do you think the City should spend:	Percent of Respondents						Mean Rating
	a lot more (5)	a little more (4)	about the same (3)	a little less (2)	a lot less (1)	Total	
On expansion of the Eco Pass program to include more of the community$_{=378}$	32%	40%	21%	4%	3%	100%	3.92
On increasing the number of bus routes$_{=363}$	23%	43%	27%	5%	2%	100%	3.80
On continued support for the Eco Pass program$_{=380}$	27%	39%	26%	3%	5%	100%	3.80
On increasing the frequency of buses on existing routes$_{=369}$	17%	43%	32%	4%	4%	100%	3.65

As might be expected, respondents who prefer making most of their trips by SOV were less likely to want to spend more money on all the transit related projects than were those who would like to use alternate modes more and those who already make a significant proportion of their trips by alternate modes. Women and those who live within the city limits of Boulder were somewhat more likely to support greater spending on expansion of the Eco Pass program to more of the community than were men or respondents who lived in the areas surrounding Boulder. (Appendix III contains breakdowns of responses to these and other spending preference questions by demographic subgroups.)

Spending Preferences on Bicycle Related Projects

Among bicycle related projects, respondents were most desirous that more money be spent on construction of additional bicycle lanes along major corridors. Seventy percent of survey participants suggested spending more money on this project; almost 30% wanted the City to spend "a lot more" money. About 60% of respondents wanted more money spent on further expansion of the bicycle system. Half of survey respondents (50%) suggested spending "about the same" amount of money on maintenance of the existing bicycle system and 42% wanted to spend more on this project.

Figure 24
Spending Preferences on Bicycle Related Projects

Do you think the City should spend:	Percent of Respondents						Mean Rating
	a lot more (5)	a little more (4)	about the same (3)	a little less (2)	a lot less (1)	Total	
On construction of additional bicycle lanes along major corridors and to fill in "missing" stretches of bicycle facilities$_{=391}$	28%	42%	19%	8%	3%	100%	3.85
On further expansion of the off-street bicycle system, including greenways trails and underpasses$_{=391}$	28%	33%	27%	8%	4%	100%	3.74
On maintenance of existing bicycle and multi-use paths$_{=389}$	13%	29%	50%	5%	3%	100%	3.45

Respondents between the ages of 18 and 34 were more likely than older respondents to suggest increased spending on the construction of additional bicycle lanes along major corridors. (See Appendix III for demographic breakdowns.)

Spending Preferences on Pedestrian Related Projects

As with bicycle related projects, a majority of respondents (57%) wanted the City to spend "about the same" amount of money as is currently being spent on maintenance of the existing pedestrian system. More than 70% of respondents want more money spent on construction of missing links in the sidewalk system and almost the same proportion of survey participants suggested spending more money on construction of additional sidewalks. However, almost half of respondents suggested spending "a little more" money rather than "a lot more" on these two projects.

Figure 25
Spending Preferences on Pedestrian Related Projects

Do you think the City should spend:	Percent of Respondents						Mean Rating
	a lot more (5)	a little more (4)	about the same (3)	a little less (2)	a lot less (1)	Total	
On construction of missing links in the existing sidewalk system, such as near schools, hospitals, business areas and connections to bus routes$_{=385}$	24%	47%	26%	2%	1%	100%	3.90
On construction of additional sidewalks and pedestrian paths in areas where none exist today$_{=389}$	21%	48%	25%	4%	2%	100%	3.81
On maintenance of the sidewalks and pedestrian paths$_{=393}$	8%	29%	57%	5%	1%	100%	3.37

Spending Preferences on Transportation Education and Promotional Projects

Spending more on promotion and educational efforts was supported by almost 60% of respondents, though only 20% suggested spending "a lot more." Almost half of survey participants wanted the City to spend "about the same" as it currently does on transportation safety related education and marketing and 38% wanted to spend more on this project.

Figure 26
Spending Preferences on Transportation Education and Promotional Projects

Do you think the City should spend:	Percent of Respondents						Mean Rating
	a lot more (5)	a little more (4)	about the same (3)	a little less (2)	a lot less (1)	Total	
Promotion and educational efforts$_{=393}$	20%	39%	27%	9%	5%	100%	3.61
On transportation safety related education and marketing$_{=383}$	12%	26%	45%	11%	6%	100%	3.26

Top Priority Projects for Transportation Funding

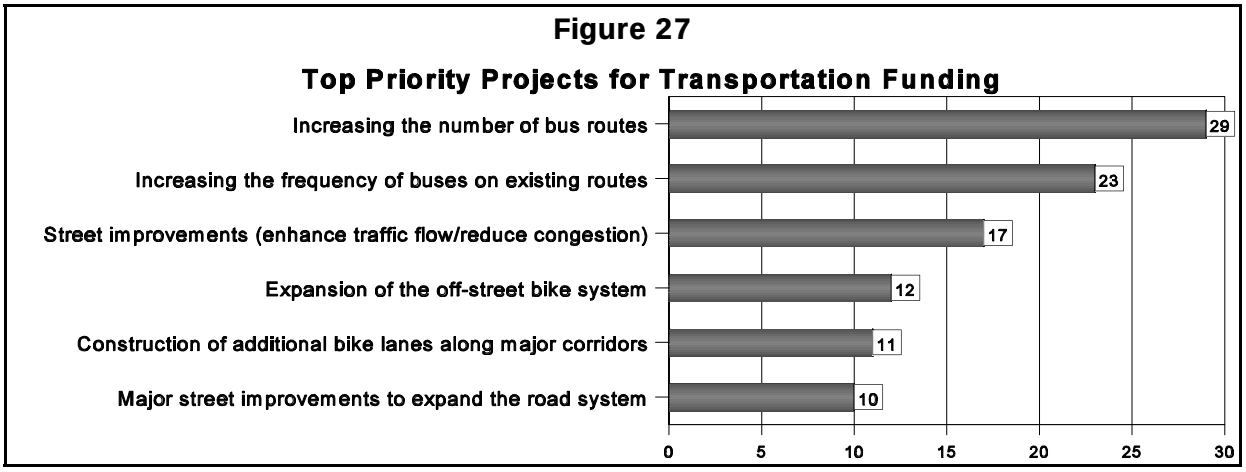
After survey respondents were asked their spending preferences for all the types of transportation projects, they were asked to name up to three projects which they thought should take highest priority for transportation funding.[7] Respondents were not asked to rank the three items, only to name up to three.[8] The top choices are shown in Figure 27. (Choices that were cited by less than 10% of respondents are shown in the complete list of responses displayed in Appendix IV.)

Improvements to the transit system were clearly at the top of the list for residents. Increasing the number of bus routes was cited among the top three priority items for transportation funding by almost 30% of respondents and 23% of respondents cited increasing the frequency of buses on existing routes as a priority among the top three. At the same time, residents' concern with traffic congestion in Boulder is again evident in the third priority, street improvements to enhance traffic flow and reduce congestion, named by 17% of respondents.

Residents' interest in increased use of alternate modes is reflected in the next two choices, expansion of the off-street bicycle system and construction of additional bike lanes along major corridors. Each of these projects was named among the top three highest priority items by a bit more than 10% of respondents. However, about the same proportion of survey participants included major street improvements to the expand the road system as a priority.

Figure 27

Top Priority Projects for Transportation Funding



[7]This question was asked as an "open-ended" query, that is, respondents could name any project they wished. Telephone interviewers then assigned these responses, if appropriate, to the same categories used in the previous set of questions (Figures 22 through 26). Additional categorizing of responses was done by A&E staff.

[8]Although every respondent named at least one project as their "highest priority," only about half of respondents named two projects, and about one-third of respondents named three projects.

Respondents' top priorities for transportation funding were examined in relation to their feelings about travel (readiness to change). It was not surprising to discover that of those who selected "increase in the number of bus routes" as one of their top priorities for transportation funding, about half are making a significant proportion of their trips by alternate modes; similarly a bit more than half of respondents who chose "increase in the frequency of buses on existing routes" are already making a significant proportion of their trips by alternate modes. It was also to be expected that among respondents who wanted transportation funding for "major street improvements to expand the road system," about half prefer to make their trips by traveling alone. What may be noteworthy when considering the allocation of transportation funds is the finding that among those who chose "street improvements to enhance traffic flow and reduce congestion" almost half (44%) were respondents who would like to make more of their trips by alternate modes. These respondents, while they may be in the "contemplation stage" (see "Readiness to Change" discussion on page 16), are still concerned the conditions of vehicle travel and the problems of traffic congestion.

Figure 28
Top Priority Projects for Transportation Funding by Feelings About Travel

		How do you feel about travel (readiness to change)			
Priority	**Project**	**I prefer making most of my trips by driving alone**	**I would like to use other modes for some of the trips I make**	**I make a significant proportion of my trips by using alternate modes**	**Total**
1	Increasing the number of bus routes	9%	42%	49%	100%
2	Increasing the frequency of buses on existing routes	10%	36%	54%	100%
3	Street improvements to enhance traffic flow and reduce congestion	31%	44%	25%	100%
4	Expansion of the off-street bike system	15%	39%	46%	100%
5	Construction of additional bike lanes along major corridors	3%	42%	55%	100%
6	Major street improvements to expand the road system	51%	34%	15%	100%

Opinions about Financing for Transportation Projects

Having been asked about the types of transportation projects which should take funding priority, survey participants were then asked their opinions about how transportation projects should be financed. Three statements were presented, as shown Figure 29.

Relatively few respondents (23%) felt that they City should make reductions in other areas in order to fund transportation projects. The remaining respondents were divided between making do with existing funds and seeking additional money for transportation projects. About 40% of respondents felt that the city should raise additional money for transportation projects. Although they were aware that the City does not currently have enough money to fund all the projects listed in the Transportation Master Plan,[9] about one-third of respondents felt that the City should not try to use additional funding but should prioritize among transportation related projects.

Figure 29
Opinions about Financing for Transportation Projects

Which statement best represents how you feel about financing for transportation projects?	**Percent of Respondents$_{n=378}$**
The City should prioritize its transportation spending as best it can, and not try to use any additional monies	35%
The City should make reductions in other areas within the City in order to fund transportation projects	23%
The City should not make reductions in other areas within the City, but should raise additional monies for transportation projects	42%
TOTAL	100%

Favor or Oppose Raising Additional Money for Transportation Projects

While the previous question referred to transportation efforts in general, asking how **all** projects should be financed, the next survey question asked respondents whether they would favor or oppose raising additional monies if the funding priorities paralleled the choices they had made (see Figure 27). Respondents were also asked why they favored or opposed raising additional money for transportation projects. As Figure 30 shows, about three-quarters of respondents would favor raising additional monies under these circumstances, although almost half said they would "somewhat favor" rather than "strongly favor" this option.

Figure 30
Favor or Oppose Raising Additional Money for Transportation Projects

If the funding priorities paralleled the choices you have made, would you favor or oppose raising additional monies to fund these projects?	**Percent of Respondents$_{n=381}$**
strongly favor	28%
somewhat favor	48%
somewhat oppose	14%
strongly oppose	10%
TOTAL	100%

There were a few statistically significant differences among demographic characteristics of respondents to this question. Respondents under the age of 34 were somewhat more likely to favor raising additional monies for transportation projects than were those over the age of 35. Residents with children were also

[9]The full text of this question included an introductory statement about the current availability of transportation funds, as follows: "Currently the City only has somewhat more than half of the money needed to fund transportation projects proposed in the Transportation Master Plan. I am going to read you three statements about transportation funding. Please tell me which statement best represents how you feel about financing for transportation projects."

more likely to favor raising additional money than were those with no children. Those who lived in attached housing or rented their units were more likely to favor raising additional transportation funding than were residents who lived in detached housing or those who owned their homes. Respondents who preferred to make most of their trips by driving alone were less likely favor raising additional monies for transportation than were those who would like to use alternate modes more or those who already make a significant portion of their trips by alternate modes.

Why Favor Raising Additional Monies for Transportation?

When respondents who favored raising additional money for transportation projects where asked why they felt that way, about half (51%) referred to the need for more money to solve transportation problems and specifically, traffic congestion. About 12% of these respondents said they wanted more money for transportation because they did not want to see reductions in other City programs or projects. About 10% of these respondents felt that additional money for transportation would improve Boulder, its quality of life, and growth related problems. Other responses referred to spending the additional monies for specific types of projects, such as light rail, alternate modes or more roads.

Figure 31

Why do you favor raising additional monies?	**Percent of Respondents** $_{n=282}$
Think more money is needed to solve transportation problems	33%
Traffic (traffic congestion) is big problem/will get worse if not funded; it is important to get a handle on traffic problems	18%
Don't want to reduce money to other (non-transportation) projects	12%
To enhance bus system/light rail	6%
Need more efficient/different transportation solutions	5%
It will help/improve Boulder	5%
To improve quality of life	4%
To improve roads	4%
To enhance alternate modes	3%
To increase safety	1%
References to growth -- needs help	1%
Other	4%
Don't know	4%
TOTAL	100%

Why Oppose Raising Additional Monies for Transportation?

Among respondents who opposed raising additional monies for transportation, the most frequent reason given, by about one-third of these respondents, was that the City should prioritize the money it has and spend more wisely. A similar reason, given by 15% of these respondents, was that the City has enough money or wastes its money. About 20% of these respondents did not want additional taxes imposed.

Figure 32

Why do you oppose raising additional monies?	Percent of Respondents$_{n=99}$
City should prioritize spending better; use money better, more wisely	34%
Don't want more taxes; we have enough taxes	20%
City has enough money; wastes money	15%
Funds are needed for other (than transportation) projects (e.g. open space)	7%
Don't think it is needed; only if needed	7%
Government is too big/City has too much money	5%
Don't need more growth	2%
Should spend less on alternate modes	1%
People who use system should pay for it	1%
Other	3%
Don't know	5%
TOTAL	100%

Favor or Oppose Raising Additional Monies in Relation to Priorities for Funding

Because the question about raising additional monies for transportation projects was asked in relation to respondents' choices of projects for transportation funding, an analysis was done to assess opinions on this question for those projects that received the highest priority ratings (as shown in Figure 27).

As Figure 33 demonstrates, a substantial majority favored raising additional money for each of the top priority projects. The projects that received the largest proportion of "strongly favor" responses (by about one third of respondents) were "increasing the number of bus routes," "construction of additional bike lanes along major corridors," and "increasing the frequency of buses on existing routes."

Figure 33
Favor or Oppose Raising Additional Transportation Monies by Top Priority Projects

		Favor or Oppose Raising Additional Monies			
Priority	Transportation Project	Percent Who "Strongly Favor"	Percent Who "Strongly" or "Somewhat Favor"	Percent Who "Strongly or "Somewhat Oppose"	Total
5	Construction of additional bike lanes along major corridors	34%	90%	10%	100%
1	Increasing the number of bus routes	34%	88%	12%	100%
2	Increasing the frequency of buses on existing routes	32%	88%	12%	100%
4	Expansion of the off-street bike system	24%	87%	13%	100%
6	Major street improvements to expand the road system	29%	71%	29%	100%
3	Street improvements to enhance traffic flow and reduce congestion	25%	71%	29%	100%

Ways to Obtain Additional Moneys for Transportation

All respondents were asked their opinions about ways to obtain additional money for transportation projects, regardless of whether they said they favored or opposed doing so. Four means of obtaining additional funds were presented (shown in Figure 34) and respondents were asked how strongly they favored or opposed each one. Figure 34 also displays mean ratings for each funding option by respondents who favored raising additional monies for transportation projects.

Although the ratings among respondents who favored raising additional monies for transportation projects were slightly higher than for survey participants in general, the most favored and least favored funding choices were the same. The fund raising option favored by more than half of all respondents (55%) was an employee head tax which would be paid by employers based on the number of employees they had, resulting in an average rating of 2.46 on the four-point scale. (About 62% of respondents who favored raising additional monies for transportation projects were in support of this option, yielding a mean rating of 2.63.)

The second choice for raising funds (by 41% of survey participants) was a city sales tax, though it was opposed by almost 60% of all respondents. About 52% of respondents who supported raising additional funds for transportation favored this option (mean rating of 2.4 compared to the average of 2.16 for all respondents).

The least favored funding option was a road toll where drivers pay to use the streets. This funding method was opposed by almost three-quarters (72%) of all respondents. Sixty-eight percent of respondents who favored raising additional monies for transportation opposed this option (average rating of 1.95 compared to 1.84 for all respondents).

Figure 34
Ways to Obtain Additional Moneys for Transportation

There are several possible ways to obtain additional monies for transportation. How do you feel about each of the following:	All Respondents						Mean Rating of Respondents Who Favor Raising Additional Monies
	strongly favor (4)	somewhat favor (3)	somewhat oppose (2)	strongly oppose (1)	Total	Mean Rating	
An employee head tax paid by employers$_{=382}$	16%	39%	19%	26%	100%	2.46	2.63
An addition to the city sales tax$_{=391}$	7%	34%	26%	33%	100%	2.16	2.40
An addition to property taxes$_{=389}$	5%	31%	30%	34%	100%	2.06	2.27
A road toll, where drivers pay to use the streets$_{=388}$	14%	14%	15%	57%	100%	1.84	1.95

Demographically, there were no significant differences among survey participants who favored or opposed the employee head tax, although respondents who would like to use alternate modes for more of their trips and those who already make a significant proportion of their trips using alternate modes were somewhat more likely to favor this funding choice than respondents who prefer to make most of their trips by driving alone (see Appendix III, Tables III.2a through III.2d).

An addition to the sales tax was viewed somewhat more favorably by respondents under the age of 35 than by older respondents. Those who have lived in Boulder for less than five years and residents who live within the city limits were more likely to favor an addition to the sales tax than respondents who have lived here more than five years or live outside the city limits. Renters and respondents who lived in attached dwelling units were somewhat more likely to favor this funding option than were property owners and those who lived in single family homes.

Other Suggestions for Funding of Transportation Projects

About two-thirds of respondents had alternative suggestions for raising funds for transportation projects. Respondents who favored the funding choices presented (shown in Figure 34) were as likely to have alternative suggestions as those who opposed the options presented. Suggestions for alternate funding methods for transportation projects covered a wide range of areas, as shown in Figure 35. (A complete list of the "open ended" responses to this question can be found in Appendix II.)

The method most frequently mentioned, by about one-quarter of respondents, was an addition to the gasoline tax. Taxing businesses and getting funds from the State or Federal governments were the next most often cited alternatives (by about 13% of respondents for each choice).

Figure 35
Other Suggestions for Funding Transportation Projects

	Percent of Respondents $_{n=271}$
Addition to gasoline tax	24%
Taxes on business/new jobs	13%
Get funds from State/Federal governments	13%
Bond issue	8%
Use/prioritize from available funds, be more efficient	6%
Taxes on new development	5%
Vehicle registration taxes	5%
Higher bus fares/higher bus pass costs	4%
Sales tax	4%
Take from other City projects	4%
Tax on drivers (odometer tax)	3%
Fund raising/benefits/donations	3%
Higher taxes on non-residents/non-resident employees/college students	2%
Tourist-related taxes (hotel, rental car	2%
Take funds from speeding fines/other traffic violations	2%
Tax new auto sales/auto repairs	1%
Tax owners with multiple vehicles	1%
City income tax	1%
Allow more commercial development (to increase sales tax revenues)	1%
Local lottery/funds from State lottery	1%
Bicycle tax	1%
Higher cigarette/alcohol taxes	1%
Other	5%

Appendix I:
Breakdown of Selected Responses in Annual Transportation Survey by Demographic Characteristics

This appendix displays ratings of Boulder's transportation system and ratings of agreement with transportation statements by various demographic characteristics. The percentage of the sample within each of these subgroups is displayed in Table I.1. The breakdowns are in Tables I.2 through I.4. Differences between subgroups which are statistically significant are highlighted with a grey box.

Table I.1

Demographics	Survey Respondent Characteristics
Sex	
Male	51%
Female	49%
Age	
18-34	51%
35-54	34%
55+	15%
Education	
less than a bachelor's	34%
bachelor's or graduate/professional degree	66%
Within City Limits	
yes	82%
no	18%
Children in Household	
yes	25%
no	75%
Type of Housing Unit	
single family, detached	55%
attached housing unit	45%
Tenure	
Rent	55%
Own	45%
Length of Residency	
Less than 5 years	42%
5 years or more	58%
CU Student Status	
Student at CU-Boulder	19%
Not a Student	81%
Employment Status	
Working	88%
Not Working	12%
City of Employment	
Boulder	82%
other city	18%
Vehicles to Driver Ratio	
1 or less cars per driver	90%
more than 1 car per driver	10%
How feel about driving[10]	
- I prefer making most of my trips by driving alone, and am unlikely to change how I travel	21%
- While I make most of my trips by driving alone, I would like to use other modes of transportation for some of the trips I make.	41%
- I make a significant proportion of my trips by using modes other than driving alone.	35%

[10]This question was included as a "demographic" characteristic because it divides respondents into those who make most of their trips by driving alone and those who use alternate modes. It was hypothesized that those who usually drive alone might have different opinions or perceptions about traffics signal timing than those who use alternate modes for a significant number of their trips. More analysis of this question is included in this survey.

Table I.2a Agreement with Transportation Statements

Percent of Respondents	Sex		Age			Education		Within City Limits	
	male	female	18-34	35-54	55+	less than bachelor's	bachelor's or more	yes	no
widen existing roads									
agree	51%	44%	50%	46%	46%	53%	44%	45%	61%
disagree	49%	56%	50%	54%	54%	47%	56%	55%	39%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
limit job growth									
agree	30%	33%	26%	34%	39%	35%	29%	31%	35%
disagree	70%	67%	74%	66%	61%	65%	71%	69%	65%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
most traffic problems caused by in-commuters and tourists									
agree	67%	50%	56%	62%	57%	68%	52%	58%	63%
disagree	33%	50%	44%	38%	43%	32%	48%	42%	37%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
concentrate on providing alternatives to the automobile									
agree	79%	82%	80%	80%	84%	74%	85%	81%	78%
disagree	21%	18%	20%	20%	16%	26%	15%	19%	22%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
people who drive more should pay more									
agree	53%	50%	53%	49%	53%	47%	55%	52%	48%
disagree	47%	50%	47%	51%	47%	53%	45%	48%	52%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
do nothing -- let traffic reflect current conditions									
agree	25%	23%	22%	27%	24%	22%	26%	25%	19%
disagree	75%	77%	78%	73%	76%	78%	74%	75%	81%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
new development should pay more than existing residents									
agree	58%	55%	51%	61%	60%	59%	54%	56%	60%
disagree	42%	45%	49%	39%	40%	41%	46%	44%	40%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
provide more small buses like HOP and SKIP									
agree	89%	90%	94%	84%	92%	88%	90%	90%	89%
disagree	11%	10%	6%	16%	8%	12%	10%	10%	11%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

Note: differences between subgroups marked with a grey box are statistically significant.

Table I.2a Agreement with Transportation Statements (continued)

Percent of Respondents	Sex		Age			Education		Within City Limits	
	male	female	18-34	35-54	55+	less than bachelor's	bachelor's or more	yes	no
provide more parking spaces downtown									
agree	68%	73%	72%	68%	74%	81%	64%	68%	82%
disagree	32%	27%	28%	32%	26%	19%	36%	32%	18%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
COB spending taxpayer's transportation money wisely									
agree	60%	60%	68%	51%	59%	54%	65%	59%	64%
disagree	40%	40%	32%	49%	41%	46%	35%	41%	36%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
give higher priority to bikes, peds and buses									
agree	68%	68%	74%	65%	62%	70%	67%	72%	50%
disagree	32%	32%	26%	35%	38%	30%	33%	28%	50%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

Note: differences between subgroups marked with a grey box are statistically significant.

Table I.2b Agreement with Transportation Statements

Percent of Respondents	Children in Household		Housing Unit		Rent or Own		Length of Residency	
	yes	no	detached	attached	rent	own	less than 5 years	5 or more years
widen existing roads								
agree	43%	51%	41%	55%	48%	47%	58%	42%
disagree	57%	49%	59%	45%	52%	53%	42%	58%
Total	100%	100%	100%	100%	100%	100%	100%	100%
limit job growth								
agree	31%	36%	32%	31%	27%	37%	30%	32%
disagree	69%	64%	68%	69%	73%	63%	70%	68%
Total	100%	100%	100%	100%	100%	100%	100%	100%
most traffic problems caused by in-commuters and tourists								
agree	58%	65%	61%	57%	55%	63%	52%	62%
disagree	42%	35%	39%	43%	45%	37%	48%	38%
Total	100%	100%	100%	100%	100%	100%	100%	100%
concentrate on providing alternatives to the automobile								
agree	79%	81%	83%	78%	81%	80%	78%	82%
disagree	21%	19%	17%	22%	19%	20%	22%	18%
Total	100%	100%	100%	100%	100%	100%	100%	100%
people who drive more should pay more								
agree	50%	51%	50%	53%	52%	51%	50%	52%
disagree	50%	49%	50%	47%	48%	49%	50%	48%
Total	100%	100%	100%	100%	100%	100%	100%	100%
do nothing -- let traffic reflect current conditions								
agree	22%	30%	22%	26%	24%	25%	26%	23%
disagree	78%	70%	78%	74%	76%	75%	74%	77%
Total	100%	100%	100%	100%	100%	100%	100%	100%
new development should pay more than existing residents								
agree	55%	59%	59%	53%	50%	65%	45%	62%
disagree	45%	41%	41%	47%	50%	35%	55%	38%
Total	100%	100%	100%	100%	100%	100%	100%	100%

Note: differences between subgroups marked with a grey box are statistically significant.

Table I.2b Agreement with Transportation Statements (continued)

Percent of Respondents	Children in Household		Housing Unit		Rent or Own		Length of Residency	
	yes	no	detached	attached	rent	own	less than 5 years	5 or more years
provide more small buses like HOP and SKIP								
agree	92%	83%	88%	91%	92%	87%	88%	91%
disagree	8%	17%	12%	9%	8%	13%	12%	9%
Total	100%	100%	100%	100%	100%	100%	100%	100%
provide more parking spaces downtown								
agree	71%	72%	67%	75%	71%	70%	69%	72%
disagree	29%	28%	33%	25%	29%	30%	31%	28%
Total	100%	100%	100%	100%	100%	100%	100%	100%
COB spending taxpayer's transportation money wisely								
agree	62%	62%	63%	57%	60%	60%	70%	55%
disagree	38%	38%	37%	43%	40%	40%	30%	45%
Total	100%	100%	100%	100%	100%	100%	100%	100%
give higher priority to bikes, peds and buses								
agree	66%	71%	70%	67%	71%	65%	71%	67%
disagree	34%	29%	30%	33%	29%	35%	29%	33%
Total	100%	100%	100%	100%	100%	100%	100%	100%

Note: differences between subgroups marked with a grey box are statistically significant.

Table I.2c Agreement with Transportation Statements

Percent of Respondents	CU Student Status		Employment Status		City Where Work		Ratio of Drivers to Cars	
	CU student	not a student	employed	not employed	Boulder	other city	1 or less	more than 1
widen existing roads								
agree	50%	47%	47%	52%	47%	45%	44%	54%
disagree	50%	53%	53%	48%	53%	55%	56%	46%
Total	100%	100%	100%	100%	100%	100%	100%	100%
limit job growth								
agree	24%	33%	31%	35%	28%	42%	34%	24%
disagree	76%	67%	69%	65%	72%	58%	66%	76%
Total	100%	100%	100%	100%	100%	100%	100%	100%
most traffic problems caused by in-commuters and tourists								
agree	58%	59%	59%	60%	56%	68%	58%	68%
disagree	42%	41%	41%	40%	44%	32%	42%	32%
Total	100%	100%	100%	100%	100%	100%	100%	100%
concentrate on providing alternatives to the automobile								
agree	80%	81%	81%	78%	78%	91%	81%	71%
disagree	20%	19%	19%	22%	22%	9%	19%	29%
Total	100%	100%	100%	100%	100%	100%	100%	100%
people who drive more should pay more								
agree	46%	53%	52%	48%	51%	56%	50%	54%
disagree	54%	47%	48%	52%	49%	44%	50%	46%
Total	100%	100%	100%	100%	100%	100%	100%	100%
do nothing -- let traffic reflect current conditions								
agree	18%	26%	25%	17%	24%	28%	24%	26%
disagree	82%	74%	75%	83%	76%	72%	76%	74%
Total	100%	100%	100%	100%	100%	100%	100%	100%
new development should pay more than existing residents								
agree	54%	57%	57%	55%	55%	62%	55%	64%
disagree	46%	43%	43%	45%	45%	38%	45%	36%
Total	100%	100%	100%	100%	100%	100%	100%	100%

Note: differences between subgroups marked with a grey box are statistically significant.

Table I.2c Agreement with Transportation Statements (continued)

Percent of Respondents	CU Student Status		Employment Status		City Where Work		Ratio of Drivers to Cars	
	CU student	not a student	employed	not employed	Boulder	other city	1 or less	more than 1
provide more small buses like HOP and SKIP								
agree	94%	88%	88%	97%	87%	94%	90%	83%
disagree	6%	12%	12%	3%	13%	6%	10%	17%
Total	100%	100%	100%	100%	100%	100%	100%	100%
provide more parking spaces downtown								
agree	79%	69%	70%	79%	69%	73%	69%	88%
disagree	21%	31%	30%	21%	31%	27%	31%	12%
Total	100%	100%	100%	100%	100%	100%	100%	100%
COB spending taxpayer's transportation money wisely								
agree	74%	57%	59%	73%	54%	75%	63%	50%
disagree	26%	43%	41%	27%	46%	25%	37%	50%
Total	100%	100%	100%	100%	100%	100%	100%	100%
give higher priority to bikes, peds and buses								
agree	75%	67%	69%	61%	67%	76%	69%	65%
disagree	25%	33%	31%	39%	33%	24%	31%	35%
Total	100%	100%	100%	100%	100%	100%	100%	100%

Note: differences between subgroups marked with a grey box are statistically significant.

Table I.2d Agreement with Transportation Statements

Percent of Respondents	How do you feel about travel?		
	I prefer making most of my trips by driving alone	I would like to use other modes for some of my trips	A significant proportion of my trips are by alt modes
widen existing roads			
agree	71%	46%	33%
disagree	29%	54%	67%
Total	100%	100%	100%
limit job growth			
agree	34%	30%	32%
disagree	66%	70%	68%
Total	100%	100%	100%
most traffic problems caused by in-commuters and tourists			
agree	65%	60%	54%
disagree	35%	40%	46%
Total	100%	100%	100%
concentrate on providing alternatives to the automobile			
agree	60%	89%	86%
disagree	40%	11%	14%
Total	100%	100%	100%
people who drive more should pay more			
agree	35%	55%	57%
disagree	65%	45%	43%
Total	100%	100%	100%
do nothing -- let traffic reflect current conditions			
agree	28%	20%	26%
disagree	72%	80%	74%
Total	100%	100%	100%
new development should pay more than existing residents			
agree	51%	59%	57%
disagree	49%	41%	43%
Total	100%	100%	100%
provide more small buses like HOP and SKIP			
agree	72%	95%	95%
disagree	28%	5%	5%
Total	100%	100%	100%

Note: differences between subgroups marked with a grey box are statistically significant.

Table I.2d Agreement with Transportation Statements (continued)

Percent of Respondents	How do you feel about travel?		
	I prefer making most of my trips by driving alone	I would like to use other modes for some of my trips	A significant proportion of my trips are by alt modes
provide more parking spaces downtown			
agree	84%	71%	61%
disagree	16%	29%	39%
Total	100%	100%	100%
COB spending taxpayer's transportation money wisely			
agree	40%	67%	68%
disagree	60%	33%	32%
Total	100%	100%	100%
give higher priority to bikes, peds and buses			
agree	44%	70%	84%
disagree	56%	30%	16%
Total	100%	100%	100%

Note: differences between subgroups marked with a grey box are statistically significant.

Table 1.3a: Ratings of Aspects of the Transportation System

Mean Rating (5=very good, 1=very bad)	Sex		Age			Education		Within City Limits	
	male	female	18-34	35-54	55+	less than bachelor's	bachelor's or more	yes	no
Rate experience in getting around Boulder	3.0	2.8	3.1	2.8	2.5	2.8	2.9	3.0	2.5
sidewalks	3.7	3.6	3.8	3.6	3.4	3.6	3.7	3.7	3.5
bike paths and lanes	4.0	3.7	3.9	3.9	3.7	3.8	3.9	3.9	3.7
condition of the streets	3.3	3.4	3.4	3.3	3.3	3.2	3.4	3.3	3.3
neighborhood traffic mitigation	2.7	2.8	2.9	2.7	2.5	2.8	2.7	2.8	2.4
local transit	3.6	3.7	3.8	3.5	3.7	3.8	3.6	3.7	3.5
parking downtown	2.2	2.1	2.2	2.1	2.2	1.9	2.4	2.2	2.0
parking other than downtown	3.4	3.4	3.3	3.4	3.4	3.2	3.4	3.4	3.3
traffic signal timing	2.5	2.8	2.7	2.5	2.7	2.7	2.6	2.7	2.5
neighborhood traffic safety	3.5	3.3	3.6	3.3	3.2	3.4	3.4	3.4	3.4
traffic congestion	2.2	2.0	2.2	2.1	1.9	2.1	2.1	2.1	2.0

Table 1.3b: Ratings of Aspects of the Transportation System

Mean Rating (5=very good, 1=very bad)	Children in Household		Housing Unit		Rent or Own		Length of Residency	
	yes	no	detached	attached	rent	own	less than 5 years	5 or more years
Rate experience in getting around Boulder	2.9	2.7	2.9	3.0	3.1	2.6	3.2	2.7
sidewalks	3.7	3.7	3.7	3.7	3.8	3.6	3.9	3.6
bike paths and lanes	3.9	3.8	3.9	3.9	3.9	3.8	3.9	3.9
condition of the streets	3.3	3.3	3.3	3.3	3.4	3.2	3.3	3.3
neighborhood traffic mitigation	2.8	2.5	2.6	2.9	2.9	2.5	3.2	2.5
local transit	3.8	3.5	3.6	3.7	3.7	3.7	3.8	3.6
parking downtown	2.2	2.1	2.3	2.1	2.1	2.3	2.1	2.2
parking other than downtown	3.3	3.5	3.4	3.3	3.3	3.4	3.2	3.4
traffic signal timing	2.5	2.7	2.5	2.8	2.7	2.6	2.8	2.6
neighborhood traffic safety	3.5	3.2	3.3	3.6	3.6	3.2	3.6	3.3
traffic congestion	2.1	2.2	2.1	2.1	2.2	2.0	2.3	2.0

Note: differences between subgroups marked with a grey box are statistically significant.

Table 1.3c: Ratings of Aspects of the Transportation System

Mean Rating (5=very good, 1=very bad)	CU Student Status		Employment Status		City Where Work		Ratio of Drivers to Cars	
	CU student	not a student	employed	not employed	Boulder	other city	1 or less	more than 1
Rate experience in getting around Boulder	3.0	2.9	3.0	2.5	3.0	3.0	2.9	2.7
sidewalks	3.9	3.6	3.7	3.2	3.8	3.7	3.7	3.5
bike paths and lanes	3.9	3.9	3.9	3.7	3.9	3.9	3.9	3.6
condition of the streets	3.4	3.3	3.4	3.1	3.4	3.3	3.3	3.3
neighborhood traffic mitigation	2.8	2.7	2.8	2.5	2.8	2.8	2.7	2.5
local transit	4.1	3.6	3.7	3.8	3.6	3.7	3.7	3.3
parking downtown	2.0	2.2	2.2	2.0	2.2	2.1	2.2	2.1
parking other than downtown	3.0	3.4	3.4	3.4	3.4	3.3	3.4	3.3
traffic signal timing	2.7	2.6	2.6	2.6	2.6	2.6	2.6	2.3
neighborhood traffic safety	3.6	3.4	3.4	3.2	3.4	3.5	3.4	3.4
traffic congestion	2.1	2.1	2.1	2.0	2.1	2.1	2.2	2.0

Table 1.3d: Ratings of Aspects of the Transportation System

Mean Rating (5=very good, 1=very bad)	How do you feel about travel?		
	I prefer making most of my trips by driving alone	I would like to use other modes for some of my trips	A significant proportion of my trips are by alt modes
Rate experience in getting around Boulder	2.7	2.7	3.3
sidewalks	3.7	3.7	3.7
bike paths and lanes	3.8	3.9	3.9
condition of the streets	3.3	3.3	3.4
neighborhood traffic mitigation	2.6	2.8	2.8
local transit	3.6	3.6	3.8
parking downtown	1.9	2.2	2.3
parking other than downtown	3.3	3.3	3.5
traffic signal timing	2.5	2.7	2.6
neighborhood traffic safety	3.4	3.5	3.3
traffic congestion	2.2	2.1	2.1

Note: differences between subgroups marked with a grey box are statistically significant.

Table 1.3a: Ratings of experience getting around Boulder and feelings about travel

Percent of Respondents	Sex		Age			Education		Within City Limits	
	male	female	18-34	35-54	55+	less than bachelor's	bachelor's or more	yes	no
Rate experience in getting around Boulder									
1 very bad	8%	10%	6%	8%	18%	12%	7%	7%	19%
2	28%	36%	27%	36%	35%	33%	32%	32%	32%
3	26%	27%	27%	26%	26%	24%	28%	26%	28%
4	33%	18%	28%	26%	18%	22%	28%	27%	18%
5 very good	6%	9%	11%	4%	4%	10%	5%	8%	4%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
How do you feel about travel?									
I prefer making most of my trips by driving alone	26%	25%	14%	35%	33%	31%	21%	22%	44%
I would like to use other modes for some of my trips	34%	42%	35%	38%	44%	28%	45%	38%	37%
A significant proportion of my trips are by alt modes	40%	33%	51%	27%	22%	41%	34%	40%	19%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

Table 1.3b: Ratings of experience getting around Boulder and feelings about travel

Percent of Respondents	Children in Household		Housing Unit		Rent or Own		Length of Residency	
	yes	no	detached	attached	rent	own	less than 5 years	5 or more years
Rate experience in getting around Boulder								
1 very bad	9%	12%	8%	10%	7%	11%	5%	11%
2	29%	40%	33%	31%	27%	39%	23%	37%
3	27%	17%	28%	25%	25%	28%	25%	27%
4	27%	26%	27%	24%	31%	19%	37%	19%
5 very good	8%	6%	4%	11%	10%	3%	10%	6%
Total	100%	100%	100%	100%	100%	100%	100%	100%
How do you feel about travel?								
I prefer making most of my trips by driving alone	23%	27%	27%	23%	19%	33%	22%	27%
I would like to use other modes for some of my trips	36%	43%	42%	33%	33%	44%	33%	41%
A significant proportion of my trips are by alt modes	41%	30%	31%	44%	47%	23%	46%	32%
Total	100%	100%	100%	100%	100%	100%	100%	100%

Table 1.3c: Ratings of experience getting around Boulder and feelings about travel

Percent of Respondents	CU Student Status		Employment Status		City Where Work		Ratio of Drivers to Cars	
	CU student	not a student	employed	not employed	Boulder	other city	1 or less	more than 1
Rate experience in getting around Boulder								
1 very bad	5%	10%	8%	13%	7%	12%	9%	18%
2	33%	32%	30%	44%	32%	26%	31%	31%
3	32%	25%	26%	27%	26%	26%	23%	29%
4	18%	27%	27%	15%	27%	26%	30%	13%
5 very good	11%	6%	8%	1%	8%	10%	7%	10%
Total	100%	100%	100%	100%	100%	100%	100%	100%
How do you feel about travel?								
I prefer making most of my trips by driving alone	15%	28%	25%	29%	26%	21%	22%	33%
I would like to use other modes for some of my trips	37%	38%	36%	54%	31%	51%	37%	39%
A significant proportion of my trips are by alt modes	48%	34%	39%	17%	43%	28%	41%	28%
Total	100%	100%	100%	100%	100%	100%	100%	100%

Table 1.3d: Ratings of experience getting around Boulder and feelings about travel

Percent of Respondents	How do you feel about travel?		
	I prefer making most of my trips by driving alone	I would like to use other modes for some of my trips	A significant proportion of my trips are by alt modes
Rate experience in getting around Boulder			
1 very bad	16%	8%	5%
2	33%	39%	23%
3	26%	32%	22%
4	21%	18%	37%
5 very good	4%	3%	14%
Total	100%	100%	100%

NOTE: All demographics shown in Tables 1.4a through 1.6b were statistically signficant.

Table 1.4a: Possesion of an Eco Pass by Demographics

Percent of Respondents	Age			CU Student Status		Length of Residency		Rent or Own	
	18-34	35-54	55+	CU student	not a student	less than 5 years	5 or more years	rent	own
have an Eco-Pass?									
yes	53%	20%	18%	88%	21%	48%	27%	41%	25%
no	47%	80%	82%	12%	79%	52%	73%	59%	75%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

Table 1.4b: Possesion of an Eco Pass by Demographics

Percent of Respondents	Children in Household		Employment Status		City Where Work		Within City Limits	
	yes	no	employed	not employed	Boulder	other city	yes	no
have an Eco-Pass?								
yes	39%	25%	36%	17%	40%	22%	39%	11%
no	61%	75%	64%	83%	60%	78%	61%	89%
Total	100%	100%	100%	100%	100%	100%	100%	100%

Table 1.4c: Possesion of an Eco Pass by Demographics

Percent of Respondents	how do you feel about travel (readiness to change)		
	I prefer making most of my trips by driving alone	I would like to use other modes of transportation for some o	I make a significant proportion of my trips by using modes o
have an Eco-Pass?			
yes	15%	29%	52%
no	85%	71%	48%
Total	100%	100%	100%

Table 1.5a: Likelihood of Riding RTD Bus for Work Commute if had Eco Pass by Demographics

Percent of Respondents	Sex		Age			Education	
	male	female	18-34	35-54	55+	less than bachelor's	bachelor's or more
how likely to ride RTD for work commute if had Eco-Pass							
much more likely	17%	30%	28%	26%	4%	26%	22%
somewhat more likely	29%	16%	37%	13%	25%	31%	18%
not very likely	53%	54%	35%	61%	71%	43%	60%
Total	100%	100%	100%	100%	100%	100%	100%

Table 1.5b: Likelihood of Riding RTD Bus for Work Commute if had Eco Pass by Demographics

Percent of Respondents	Within City Limits		Rent or Own		Length of Residency	
	yes	no	rent	own	less than 5 years	5 or more years
how likely to ride RTD for work commute if had Eco-Pass						
much more likely	27%	10%	27%	20%	33%	20%
somewhat more likely	25%	15%	31%	14%	27%	21%
not very likely	47%	75%	41%	66%	40%	59%
Total	100%	100%	100%	100%	100%	100%

Table 1.5c: Likelihood of Riding RTD Bus for Work Commute if had Eco Pass by Demographics

Percent of Respondents	how do you feel about travel (readiness to change)		
	I prefer making most of my trips by driving alone	I would like to use other modes of transportation for some o	I make a significant proportion of my trips by using modes o
how likely to ride RTD for work commute if had Eco-Pass			
much more likely	9%	28%	33%
somewhat more likely	17%	25%	28%
not very likely	74%	47%	39%
Total	100%	100%	100%

Table 1.6a: Likelihood of Riding RTD Bus for Non-Work Purposes if had Eco Pass by Demographics

Percent of Respondents	Age			Within City Limits		Housing Unit		Rent or Own	
	18-34	35-54	55+	yes	no	detached	attached	rent	own
how likely to ride RTD for other trips if had Eco-Pass									
much more likely	28%	18%	12%	22%	12%	16%	24%	20%	19%
somewhat more likely	42%	31%	27%	37%	23%	30%	38%	40%	27%
not very likely	30%	52%	62%	42%	64%	54%	38%	40%	54%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

Table 1.6b: Likelihood of Riding RTD Bus for Non-Work Purposes if had Eco Pass by Demographics

Percent of Respondents	how do you feel about travel (readiness to change)		
	I prefer making most of my trips by driving alone	I would like to use other modes of transportation for some o	I make a significant proportion of my trips by using modes o
how likely to ride RTD for other trips if had Eco-Pass			
much more likely	9%	23%	26%
somewhat more likely	12%	43%	45%
not very likely	79%	34%	29%
Total	100%	100%	100%

Appendix II: Detail Tables and Verbatim Responses

The table below provides detailed information for Figure 18 displayed on page 13.

Appendix Table II.1		
	Percent of Respondents	
Type of Pass If Any	$1999_{N=400}$	$1998_{N=399}$
No Pass	62%	61%
Business/Employee Eco Pass	12%	7%
Neighborhood Eco Pass	3%	2%
Buff One Card CU Boulder Student Pass	15%	20%
Buff One Card CU Boulder Faculty/Staff Pass	4%	4%
Naropa Pass	0%	1%
Other Eco Pass	1%	0%
Regional RTD Pass	1%	2%
Local RTD Pass	1%	2%
Student Discount Pass	1%	1%
Senior Discount Pass	0%	0%
Other RTD Pass	0%	0%
TOTAL	100%	100%

In addition, this Appendix contains the verbatim responses, as typed by the interviewers, to open-ended survey questions. Some responses were coded into categories, and the percent of respondents responding with an answer in one of those categories is displayed in the body of the report. In those instances, only the "other" responses are included here. (See Figures 1 and 2 in the body of the report, corresponding to questions #1 and #3.) Answers to question #5 were not coded into categories; all responses are shown in this Appendix.

Figure 1, "other" answers (Challenges facing the City of Boulder)

ID	Comment
2	more public parks
22	taxes sales
26	road construction
27	keeping workers in the work force
28	increasing recreational activities
39	tax base
54	city counsel
57	loss of revenue because retail operations are relocating
59	drunk driving
63	places like ice skating or roller skating for younger kids
70	The city needs to stay out of the business aspects of Boulder. Alex Hunter needs to be evaluated thoroughly. They need to have more protection for the children crossing the street at 9th and Mapleton. (They need a four way stop sign)
73	How Boulder can remain a community without becoming a snobbish community and how not to be bought out by factories
77	getting organized
80	The shrinking tax base. People are not shopping in Boulder.
86	cost of living
87	student riots
92	phone systems
97	roads
108	noise and air pollution not so much sight pollution
109	economically viable in disappearing tax revenue
115	the decreasing revenue of boulder
160	lack of new moderate income housing
163	better aid for homeless population and affordable medical care
164	in general prices are high
171	minimizing city council's intrusiveness
185	the studentpolice relationship
189	revenues
191	maintaining a viable downtown business district
192	raising healthy children
198	lack of parking downtown, riots on the hill
199	parking
208	fluctuating real estate costs
209	staying in touch with needs of population
219	smell
225	loss of the sales tax
227	lack of representation of business interests by the boulder county council

ID	Comment
235	keep integrity in community in areas of growth
246	taxes are keeping business from surviving in boulder
249	pollution
264	construction
266	people drive slow
284	Homeless people. I'm afraid in some areas. Restrictions on housing construction. A supermarket in North Boulder. A library branch in North Boulder.
285	The city government makes to many laws, and gets involved in to many things. There is a traditional liberal mindset within our city officials to stick their noses into everything. I don't think it's necessary.
287	security for college students, better lights on the Hill.
296	pollution and the price of housing
300	The City of Boulder doesn't supply enough money to the arts, i.e. dance, art exhibits, art sections in the local newspapers.
313	cost of living
322	the availability of water
333	too costly
335	keeping down riots and charging students for damage
351	keeping Californians out
362	maintenance
368	people are so laid back that they are apathetic toward life and satisfied with the way things are
372	parking
374	the way they treat the students
395	parking

Figure 2, "other" answers (Transportation challenges)
(including some that were originally "others", but then recoded back into categories on Figure 2)

ID	Comment
2	reducing the number of people commuting in the city
13	eliminate driving in the middle of town
16	don't know
22	don't know
24	widening roads like Arapahoe
25	train service from Boulder to Denver
26	don't know
27	teach people to drive
30	move CU
33	create an over or underpasses so there wouldn't have to be traffic lights
36	addition lane on Foothills and more one way routing
38	don't know
39	light rail
43	control the growth
44	more police on speed issues
46	light rail
48	encourage alternate transportation
51	light rail including into Denver
54	institute light rail between Boulder and Denver
56	small, frequent electric buses and a surcharge on SUV use within the city.
58	make public transit more appealing
59	remove the central median and provide left turn lanes
60	more police presence
62	incentives for riding the bus like a frequent flier, incentives to drive small alternative vehicles for local transportation leave SUV's at home
63	treat a bicyclist as a car, same laws apply
69	get rid of the bike lane down town and remove the islands in the middle of the streets
70	the buses should run more often, the hop and the skip should be larger and provide more access to the eco pass
73	light rail
77	more tickets given
86	limit number of students who can have cars on campus
87	increase bus routes
89	a through street that runs north and south
90	get JUMP going, and a loop around the city
91	light rail to Denver and up and down I25 transportation to ski areas from Boulder
92	better decisions in spacing of street fixing
93	more bus routes
95	less people
98	road improvement at nights rather the days
101	light rail connection to dia
104	better traffic enforcement
105	put under or over passes on major streets or intersections like the Diagonal Hwy & 28th & 30th st to improve the flow of traffic

ID	Comment
107	more bus routes out of Boulder to reduce congestion
109	more park and ride spots
110	get people to use public transportation more
111	letting traffic flow faster instead of slower
112	reduce the influx of traffic
116	improve traffic flow and widen key streets
119	not building and getting rid of some of the existing medians
125	widen roads
126	increase the number of buses like the skip and have them run frequently in a grid pattern
133	foothills parkway needs more lanes and more labeled streets around the schools
134	they should have a light rail from Boulder to Denver
135	the commuters coming into the city is the problem
136	get rid of the circles
139	mass transit
145	Add a major artery like the Foothills Pkwy. You'd have to go further east, I think. During the times a lot of people are trying to get somewhere is when this is needed, it should be a north/south artery versus going around town, one street to another.
147	widen the roads
148	increase density of development to make public transportation more feasible and improve road systems
149	more roads
150	elimination of some traffic lights on foothills by creating some under/over passes
151	change left hand turn signals to either before or after straight signals at various intersections
152	increase reliability of rtd buses
154	more bus routes
155	more frequent bus routes, we need the 201 back to the way it use to be and more buses like the hop and the skip
159	light rail from Boulder to Denver more busses like the JUMP that goes to Louisville east on Arapahoe and north on either 28th or 30th
161	not permitting all freshman at CU to have automobiles
163	improve bus driver courtesy
165	one way streets and shuttle busses
168	expansion of highway 36 and provide light rail
171	increase speed limits
176	more complete thoroughfares
178	more one way streets
180	push for alternative modes of transportation
186	during rush hour times a middle lane is used for passing
188	light rail and an east/west route like parkway
189	more shuttle bus types in town
191	keeping traffic circles
194	more taxis
196	make commuters into town leave their cars in broomfield and use public transportation to come into town.
197	cheaper taxis for senior citizens (improve buses for cane users)
198	road construction routing, detouring needs improvement

ID	Comment
199	need a "Foothills" east/west; and a "Foothills" on west side, such as a pass through and commuter traffic needs to exit quickly.
202	a different passage between Boulder and Denver and better roads
203	470 should loop around to Boulder
207	road signs more visible
208	restrict number of cars
210	control the growth of Boulder
217	encouragement not to privatize RTD
218	keep people from moving into Boulder
223	access to buses
224	widen some of the major streets
225	build more north to south streets
226	limit the use of vehicles on certain days
227	reduce public transportation, widen the roads, and increase the speed limits
228	transportation from Denver to Boulder
229	reduce activities that cause traffic
230	run Canyon to 47th street
232	an overpass on 47th street
233	change 28th and 30th to one way street
236	build a subway system
241	encourage alternative transportation.
244	give people ecopasses without having to meet criteria for their block, everyone who wants one should get one for a reasonable fee
250	connect existing roads; connect canyon and arapahoe, connect 28th and 30th through the mall, and connect the streets in the Gross Grove neighborhood
263	limit development
264	to much construction
265	control the growth
266	people drive slow
267	larger buses or light rail
268	get rid of pedestrian walks where there are no lights and police need to give tickets to people running red lights
269	increase public transportation from the east
273	the traffic lights at Foothills Parkway should be taken out
274	more small buses
278	limit growth
283	replace the stop light at 13th & College, students moving across the street slows the traffic.
286	remove light at Naropa on Arapahoe ave, it is not at an intersection. Increase the speed limit from 20 to 30 mph, and the Foothills speed limit to 55 mph.
290	make foothills into a through highway, no lights (on and off ramps) more like highway 36.
295	the buses should run later than they do
302	slow down the growth
304	park and ride at the edge of the city. Tax break for riding a bike
309	keep the development down
310	control the growth
315	slow down growth
319	provide a light rail system

ID	Comment
320	improve the police force
325	change the traffic signal frame to black because it is hard to see the yellow in the sun sometimes.
327	add light rail service
329	limit the population
332	better mass transit
334	fewer people
336	transportation information, provide alternate modes
344	there are to many businesses
347	more over passes
348	workers that come in should use mass transit
349	more traffic lights
350	fewer cars
351	all bus routes should be 7 days a week
353	encourage buses
354	more green bicycles
360	widening lanes
366	provide light rail
370	discourage people from driving
371	light rail to Denver and a better superstructure like foothills was suppose to be
374	get rid of some of the traffic lights and get people to use the bus service
376	buses should not be focused on the hopes that people will change their driving habits. Have less centralized commercial areas. The shops and businesses should not be in one place like downtown, they should be distributed throughout Boulder.
377	increase the highway so its easier to get from Denver to Boulder
386	stop growth
391	light rail to Denver
392	more traffic lights in Gunbarrel & Arapahoe Rd & Baseline Rd, it should have a turning lanes on Baseline & 75th, Jay & 75th, and Valmont & 75th.
394	widen the roads
395	improve parking
397	better taxi service at night

Question #5: What else should the City do to address transportation in Boulder?

id	Comment
6	PROVIDE BUS SERVICE THROUGHOUT THE TOWN AND PARKING OUTSIDE THE TOWN.
7	LARGER BUSES, MORE FREQUENT BUSES
12	WIDEN THE ROADS
18	WORK MORE STRONGLY WITH EMPLOYERS TO STAGGER WORK DAY HOURS
20	DO SOME STUDIES WITH AREAS SURROUNDING THE CITY OF BOULDER
24	TRY TO BALANCE EVERYBODY'S NEEDS IN ALL FORMS OF TRANSPORTATION
26	THERE SHOULD BE MORE DESIGNATED AREAS FOR PEDESTRIANS, CARS, BIKES, ROLLERBLADERS & SKATEBOARDERS.
27	BETTER AND LATER BUS SERVICE ON THE WEEKENDS
28	ENFORCE CURRENT LAWS RATHER THAN WRITING NEW LAWS
29	I WOULD LIKE TO SEE MORE BIKE PATHS - 28TH ST. AND BROADWAY
30	SYNCHRONIZE TRAFFIC LIGHTS BETTER
31	PEOPLE SHOULD HAVE MORE PATIENCE AND BE IN LESS OF A HURRY.
34	THEY SHOULD BE LOOKING AT ALL THE OPTIONS - ESPECIALLY LIGHT RAIL.
36	A TRAM SITE SYSTEM (AN ABOVE GROUND SUBWAY)
41	THE BICYCLE LANES ON CERTAIN ROADS IN BOULDER ARE SMALL OR NON-EXISTENT. THEY SHOULD BE IMPROVED.
42	PROMOTE MORE BICYCLING, WALKING, ETC.
44	GET RID OF DOWNTOWN METERS AND IMPROVE THE PARKING.
45	DO SOMETHING FOR COMMUTERS, LIKE A LIGHT RAIL TO DENVER.
47	TRY TO FIND ALTERNATIVES OTHER THAN SINGLE PERSON CARS.
48	ELECT A NEW, PERMANENT MAYOR
52	INCREASE SPEED LIMIT IN LOCAL NEIGHBORHOODS, INCREASE BUS STOPS
57	KEEP IT THE WAY IT IS.
58	THE CITY OF BOULDER HAS DONE A GOOD JOB ON DOING EVERYTHING THEY POSSIBLY CAN.
59	I'D LIKE TO EMPHASIZE THE BULLET TRAIN IDEA.
60	SYNCHRONIZE TRAFFIC LIGHTS
63	I THINK THEY'RE DOING A GOOD JOB. THE CITY IS STRONG ON ALTERNATIVE TRANSPORTATION.
64	MORE PARKING, MAKE THE DIAGONAL INTO A MASSIVE HIGHWAY.
67	PROVIDE AFFORDABLE HOUSING SO PEOPLE DON'T HAVE TO COMMUTE.
69	REDUCE THE NUMBER OF PEOPLE
71	I DON'T THINK STUDENTS SHOULD HAVE CARS.
72	MORE BUS STOPS IN RESIDENTIAL AREAS
73	HAVE PARK & RIDES IN OUTLYING AREAS WITH SHUTTLES INTO TOWN FOR COMMUTERS.
75	IMPROVE LIGHT SYNCHRONIZATION, EXTEND LEFT AND RIGHT TURN LANES, MORE POLICING OF PEOPLE WHO RUN RED LIGHTS
76	FREE BUS SERVICE FINANCED BY GASOLINE TAX

Question #5: What else should the City do to address transportation in Boulder? (continued)

id	Comment
79	EXPAND ALTERNATIVE IDEAS LIKE LIGHT RAIL IN AND OUT OF THE CITY
80	STOP FRESHMEN COLLEGE STUDENTS FROM DRIVING. PROVIDE MORE PARKING. GIVE MORE INCENTIVE FOR DOWNTOWN WORKERS TO RIDE BUSES. INSTALL CAMERAS OVER RED-LIGHTS AT TABLE MESA AND BROADWAY. MORE POLICING OF SPEEDERS
82	CONTINUE TO GIVE FULL FUNDING TO LOCAL TRANSIT.
83	GET GATEWAY OUT OF MY BACKYARD. I DON'T WANT ALL THAT TRAFFIC GOING THROUGH MY NEIGHBORHOOD.
84	GIVE DISCOUNTS TO PEOPLE WHO WALK AND RIDE BIKES. LOOK INTO ALTERNATIVE MEANS OF TRANSPORTATION.
85	KEEP THE BIKE PATHS. CONTINUE LANES FOR BIKES. ENCOURAGE STORE OWNERS TO PUT IN GOOD BIKE RACKS FOR CUSTOMER USE.
89	WE NEED TO LOWER THE COST OF LIVING & REDUCE THE NUMBER OF PEOPLE.
91	THINGS LIKE TRAFFIC CIRCLES ARE FOOLISH. THE CIRCLES AREN'T WIDE ENOUGH AND THEY JUST GET IN THE WAY, ESPECIALLY WITH SNOW.
92	IT'S A JOKE - TRANSPORTATION IN BOULDER SHOULD BE BETTER ORGANIZED.
93	BOULDER NEEDS TO LOOK AT OTHER BIG CITIES' TRAFFIC PLANS.
95	ENACT A STATE-WIDE BOTTLE BILL. ADD BIKE PATHS WHERE THERE IS CITY MAINTENANCE. TOLL BRIDGES WHEN ENTERING THE CITY
96	LESS HEAVY TRUCK TRAFFIC (BUSES, HOP AND SKIP)
100	THE HOP AND THE SKIP ARE GOOD EXAMPLES OF DIRECTIONS TO GO IN.
101	HAVE PARKING OUTSIDE OF BOULDER, WITH FREQUENT SHUTTLES TO PLACES LIKE CROSSROADS, PEARL STREET AND THE CAMPUS.
102	GET MORE SMALL, FREQUENT BUSES.
104	A TRAIN BETWEEN DENVER AND BOULDER
107	MORE PARKING
109	I WOULD LOVE TO SEE THEM REDUCE THE NOISE FACTOR ALONG SOUTH BROADWAY.
110	THE BIKE PATHS ARE GREAT. IF THEY WERE HEATED I'D USE THEM ALL YEAR ROUND. THE BIG BUSES ARE RIDICULOUS. MORE HOP & SKIP WOULD BE GOOD.
111	PROVIDE MORE FREQUENT PUBLIC TRANSPORTATION ON THE WEEKENDS FOR PEOPLE LIKE ME WHO DON'T HAVE A CAR AND DO ALL OF THEIR ERRANDS ON THE WEEKENDS.
113	WORK ON MORE PARKING OUTSIDE OF DOWNTOWN. THE PERMIT AREAS BY MY HOUSE DON'T ALLOW US TO PARK CLOSE TO THE HOUSE. - 2 HOURS WITHOUT A PERMIT
115	THE BIKE PATHS ARE GREAT. CONTINUE WORK ON THE UNDERPASSES. I'D USE IT MORE IF I COULD USE IT AT NIGHT WITH MORE LIGHT & MORE EMERGENCY PHONES.
120	SLOW IT DOWN. HAVE MORE WAYS FOR PEOPLE TO GET TO WHERE THEY NEED TO GO.

Question #5: What else should the City do to address transportation in Boulder? (continued)

id	Comment
122	I THINK THEY SHOULD LOOK AT A LIGHT RAIL SYSTEM.
123	IMPROVE THE TRAFFIC LIGHT TIMING AND WIDEN THE STREETS.
126	TRY TO USE THE PARK AND RIDE
128	DON'T CATER TO THE AUTOMOBILES.
131	HAVE BUSES RUN ALL NIGHT LONG
132	STAY OPEN MINDED.
135	OPERATE A STREET CAR
136	TROLLEY CARS, RAIL SERVICE
137	THEY HAVE TO MAKE A COMMITMENT. IN THE PAST, THE CITY HAS GIVEN LIP SERVICE TO AUTOMOBILE TRANSPORTATION.
138	PROVIDE MORE FREQUENT TIMES FOR THE HOP AND SKIP BUS. ENCOURAGE PEOPLE TO RIDE THEIR BIKES.
139	EDUCATION AND MOTIVATING PEOPLE
140	KEEP LOOKING FOR SOLUTIONS.
141	SEVERAL CITY COUNCIL MEMBERS TAKE CHILDREN TO THE DOCTORS OFFICE DURING THE DAY ON A BUS OR BY CAR.
143	THERE NEEDS TO BE LESS COMMUTING INTO BOULDER FROM OUTSIDE. NORTH BOULDER'S TRANSPORTATION NEEDS ARE BEING IGNORED.
146	MAKE IT EASIER FOR COMMUTERS. HOUSING IS A BIG PROBLEM - PEOPLE SHOULD BE ABLE TO LIVE CLOSER TO WHERE THEY WORK.
148	WE NEED A SUPER FAST TRAIN FOR COMMUTERS BETWEEN TOWNS.
149	THERE NEEDS TO BE MORE EDUCATION FOR PEDESTRIANS. SCHOOLS NEED TO BE SUBSIDIZED FOR BUS TRANSPORTATION. KEEP PARENTS FROM HAVING TO DRIVE THEIR KIDS BACK AND FORTH. THIS WILL CUT DOWN ON TRAFFIC CONGESTION.
151	THERE IS A LACK OF PARKING.
152	MAKE MAIN ROADS THAT CAN HANDLE TRAFFIC.
155	PUT IN A BYPASS FROM THE SOUTH TO HIGHWAY 36.
165	WE NEED A MASS TRANSIT RAIL SYSTEM TO DENVER.
167	NO PARKING METERS OR MEDIANS
171	HIGH SPEED MASS TRANSIT TO DENVER
173	ENCOURAGE THE USE OF ALTERNATIVE TRANSPORTATION.
175	THE BICYCLE LANE UP TO NCAR WORKS WELL. PHOTO RADAR HAS HELPED REDUCE SPEED IN THE NEIGHBORHOODS.
176	FACE THE ISSUES - NEW SOLUTIONS NEED TO BE FOUND.
177	BUSES DON'T RUN ON SCHEDULE OR OFTEN ENOUGH.
178	WE NEED MORE COMMON SENSE ON CITY COUNCIL.
179	EDUCATE MOTORISTS
180	SYNCHRONIZE THE LIGHTS.
182	CONTINUE TO TRY TO BE STATE-OF-THE-ART REGARDING TRANSPORTATION.
184	MORE PARKING GARAGES IN THE DOWNTOWN AREA
186	WE NEED A LIGHT RAIL SYSTEM FROM BOULDER TO DENVER. THE PARK AND RIDE SYSTEM COULD BE EXPANDED.

Question #5: What else should the City do to address transportation in Boulder? (continued)

id	Comment
187	PROVIDE AN AFFORDABLE AND ACCESSIBLE BUS SERVICE.
189	I LIKE THE CONCEPT OF BICYCLING. THERE SHOULD BE TAX INCENTIVES FOR BOULDER COMPANIES TO PROVIDE BICYCLE RELATED FACILITIES, LIKE SHOWERS AND BIKE RACKS.
191	REDUCE THE NUMBER OF JOBS IN BOULDER.
192	PROVIDE AFFORDABLE HOUSING SO PEOPLE DON'T HAVE TO COMMUTE. IF THEY'RE GOING TO IMPROVE BUS SERVICE, THEY SHOULD EXPAND ROUTES AND PROVIDE SERVICE EARLIER IN THE MORNING AND LATER AT NIGHT.
196	CONSIDER A LIGHTRAIL SYSTEM.
197	MORE EXITS OFF OF THE MAIN HIGHWAY
198	PASSES IN AND OUT OF BOULDER WITHOUT STOPS
199	THE TIMING ON THE SHORT BUS ROUTES IS BAD.
201	ENCOURAGE MORE ALTERNATIVE MODES OF TRANSPORTATION (MORE BUSES)
203	THE CONDITIONS FOR PEDESTRIANS ARE BAD. PEOPLE DRIVE TOO MUCH.
204	INCREASE BUS SERVICE, WIDEN ROADS, PROVIDE PARK AND RIDES THAT ALLOW PEOPLE TO GO INTO BOULDER FROM THE OUTSKIRTS OF THE CITY.
206	BOULDER HAS AN OKAY BUS SYSTEM, BUT THEY NEED SOMETHING BETWEEN DENVER AND BOULDER THAT'S EASY TO USE.
210	HAVE MORE ONE-WAY ROADS.
212	THEY SHOULD FOCUS ON TIMING THE LIGHTS - IT IS VERY IMPORTANT.
213	THE NEW BIKE PATHS ARE JUST GREAT.
216	PROVIDE LANES JUST FOR BUSES. BICYCLISTS NEED TO OBEY THE TRAFFIC AND LAWS CONCERNING THEM NEED TO BE ENFORCED.
217	24 HOUR BUSES, MORE PARKING
220	IT'S HARD TO GET AROUND IN A CAR.
223	THE CITY OF BOULDER SHOULD REMOVE TREES AND OTHER OBSTACLES THAT BLOCK THE DRIVERS' VIEW AT CORNERS.
227	BUILD MORE ROADS, THINK ENVIRONMENTALLY
240	THERE SHOULD BE A TRANSPORTATION TAX ON VEHICLES THAT HAVE GAS MILEAGE PERFORMANCE OF LESS THEN TWENTY MILES PER GALLON.
243	I WOULD REALLY LIKE THE HOP TO RUN ON SUNDAYS.
244	MAKE THE HOP MORE RELIABLE.
246	BOULDER SHOULD CHARGE MOTORISTS FOR DRIVING IN THE CITY.
255	MAKE A COMMITMENT TO BICYCLISTS, BIKE LANES, AND PEDESTRIANS.
256	THE LIGHT RAIL IS A GOOD THING. THE BIKE TRAILS, BUS ROUTES, AND CAB SERVICES SHOULD BE EXPANDED.
258	GET SOME KIND OF LIGHT RAIL FOR COMMUTING FROM BOULDER TO DENVER.
264	WORK ON IMPROVING TRANSPORTATION FOR PEOPLE WHO DON'T GO DOWNTOWN.
270	WORK WITH THE AUTOMOBILE DRIVERS, AS OPPOSED TO MORE BIKE LANES.

Question #5: What else should the City do to address transportation in Boulder? (continued)

id	Comment
274	THE SMALLER BUSES ARE GREAT, BUT THEY SHOULD RUN MORE FREQUENTLY AND LATER AT NIGHT. DON'T SHORTEN THE ROUTES LIKE THE 203.
275	THE CITY SHOULD LOOK AT WAYS TO PROVIDE A TRAIN SERVICE BETWEEN BOULDER TO DENVER AND UP TO THE MOUNTAINS.
279	SOMETHING SHOULD BE DONE TO PREVENT RUSH HOUR TRAFFIC.
281	THE MAINTENANCE PROGRAM SHOULD BE UPGRADED.
283	WE NEED MORE PARKING LOTS, LIKE THE PARKING GARAGE IN TABLE MESA.
285	MAKE THE BUSES MORE AFFORDABLE AND MAKE THE OUTLYING REGIONS MORE ACCESSIBLE BY BUS.
289	THE BUS FARES ARE TOO HIGH. IT'S CHEAPER TO DRIVE MY CAR.
290	WORK WITH THE UNIVERSITY AND RTD.
291	CONDITIONS HAVE TO BE MADE MISERABLE FOR PEOPLE TO CHANGE THEIR ATTITUDES.
293	DON'T BUILD MORE ROADS - IT MAKES BOULDER UGLIER.
305	MORE OFFRAMPS ON 36
306	ENCOURAGE ALTERNATIVE MODES OF TRANSPORTATION
307	GET THE NEW-COMERS TO MOVE OUT.
310	IMPROVE PARKING IN NORTH BOULDER.
313	THEY NEED TO MAKE 28TH AND 30TH STREETS ONE-WAY. TRAFFIC ON FOOTHILLS PARKWAY NEEDS TO FLOW BETTER. THE CITY SHOULD PRESSURE BUSINESSES ABOUT PARKING AND SHUTTLES. PARKING DOWNTOWN IS VERY BAD.
315	IT'S BAD TO DISCOURAGE BIKING.
319	HAVE HOPS AND SKIPS AVAILABLE FOR PEOPLE COMMUTING TO AND FROM BOULDER TO CUT DOWN ON TRAFFIC.
322	I NEED MY CAR TO TRAVEL WITH MY CHILDREN.
324	HAVE MORE PUBLIC TRANSPORTATION OPTIONS THAN THE BUSES.
325	THEY HAVE TO ADDRESS PAST POLICIES.
326	LOOK SOUTH - AND SEE THE PROBLEM IN THE MORNING.
327	I THINK PAST PROGRAMS THAT TRY TO PENALIZE DRIVERS ARE BAD. THE SOLUTION IS NOT TO LIMIT AUTOMOBILES, BUT TO VASTLY IMPROVE PUBLIC TRANSPORTATION.
336	THE BIGGEST PROBLEM IS PEOPLE WHO RUN RED LIGHTS.
337	AVOID BUILDING A 15-UNIT MOVIE THEATER IN CROSSROADS MALL.
338	MAKE NEW DEVELOPMENTS PAY FOR INFRASTRUCTURE. WHEN THEY DIG UP THE STREET, THEY SHOULD FIX IT.
339	LIGHT RAIL CONNECTING BOULDER, DENVER, AND LONGMONT
343	THE STREET LIGHTS ARE A PROBLEM.
344	TRAFFIC CIRCLES ARE A WASTE OF TIME AND MONEY.
347	PARKING IS REALLY BAD ON 28TH STREET. THERE COULD BE A FASTER WAY GO EAST/WEST.
348	BETTER SERVICES FOR SENIOR CITIZENS

Question #5: What else should the City do to address transportation in Boulder? (continued)

id	Comment
349	COMMUTING TRAIN
355	CONSIDER OUR QUALITY OF LIVING WHEN MAKING TRANSPORTATION DECISIONS.
357	THE WAIT AT THE LIGHT AT MANHATTAN & BASELINE IS TOO LONG.
358	THEY SHOULD MAKE 28TH AND 30TH ONE-WAY STREETS TO RELIEVE TRAFFIC CONGESTION.
359	CONTINUE THE BIKE PATH SYSTEM - IT SEEMS TO BE WORKING WELL.
362	WE NEED A LIGHT RAIL SYSTEM FROM BOULDER TO DENVER.
367	IMPROVE PUBLIC TRANSPORTATION.
372	STOP TRAFFIC FROM DRIVING AROUND AIMLESSLY.
374	MAINTAIN THE ROADS BETTER.
377	THEY SHOULD MAKE THE STOP LIGHTS SO DRIVERS DON'T GET 2 RED LIGHTS IN A ROW ON MAJOR STREETS LIKE CANYON.
378	I THINK THE PEOPLE COMMUTING INTO BOULDER SHOULD HAVE A PLAN SIMILAR TO BEAVER CREEK: THEY SHOULD PARK AT THE EDGE OF TOWN AND ONLY BE ALLOWED INTO THE CITY IF THEY HAVE THEY HAVE A FULL CAR LOAD. (THAT WOULD BE FOR NON-RESIDENTS ONLY.)
380	STOP FUNDING THE ENDLESS SURVEYS TO MAKE THE AUTOMOBILE GO AWAY.
382	THEY SHOULD MAKE THE BUSES FREE, TO GET MORE PEOPLE TO USE THEM.
385	PROVIDE MORE FREQUENT BUS SERVICE TO THE GROWTH AREAS, ESPECIALLY GUNBARREL. ALSO ADD MORE FREQUENT STOPS.
391	THERE IS NO STRONG BIKE PATH RUNNING NORTH/SOUTH.
392	IMPROVE THE TRAFFIC FLOW ON THE MAIN ARTERIES AND LEAVE THE NEIGHBORHOODS ALONE. BIKING, WALKING, AND MASS TRANSIT WILL NOT SOLVE BOULDER'S TRANSPORTATION PROBLEMS. BUSES IN BOULDER ARE NOT A VIABLE SOLUTION. WIDEN 36 FROM BROOMFIELD NORTH. WE WILL BE ISOLATED IF WE DON'T DO SOMETHING NOW.
395	GLENWOOD AND 28TH NEEDS A TRAFFIC LIGHT.
399	CONTROL GROWTH WITH DEVELOPER / EMPLOYER EXCISE TAXES TO DISCOURAGE THE GROWTH OF JOBS.
400	I'D LIKE TO SEE MORE PATROL CARS IN BOULDER. WE NEED MORE STREET LIGHTS- IT'S TOO DARK IN GENERAL.

Figure 17, Question #19, "other" responses
Please tell me which of the following statements comes closest to your feelings about traveling in and around Boulder.

id	Comment
26	I NEED MY OWN TRANSPORTATION DUE TO MY DISABILITY.
31	I LIMIT MY TRIPS AND DON'T GO TO WORK AS OFTEN.
33	I DRIVE A CAR WITH TWO OR THREE PEOPLE.
43	I ALWAYS DRIVE WITH PASSENGERS.
66	I NEED TO DRIVE ALONE LIVE IN THE MOUNTAINS.
75	I TAKE THE BUS HALF OF THE TIME.
78	I LIVE IN TABLE MESA.
107	I HAVE KIDS.
140	WE DRIVE TOGETHER.
145	I TAKE MY BICYCLE ALMOST EVERYWHERE.
148	I DON'T SEE HOW TO MAKE CARPOOLING MORE EFFECTIVE, BUT I'D LIKE TO DO IT.
164	I DON'T DRIVE A LOT IN BOULDER.
179	I RIDE THE BUS.
198	I ALWAYS HAVE CHILDREN IN THE CAR.
212	I WANT TO CUT DOWN ON DRIVING ALONE. I HAVE TRIED VERY HARD TO TAKE OTHER MODES OF TRANSPORTATION. IF IT WAS EASIER, WE WOULD DO IT MORE OFTEN.
344	I DON'T KNOW.
382	I RARELY DRIVE ALONE.

Appendix III: Priorities and Methods of Funding for Transportation Projects
Breakdown of Responses by Selected Characteristics

This appendix displays funding priorities for transportation projects by various demographic characteristics. The breakdowns are in Tables III.1a through III.__. Differences between subgroups which are statistically significant are marked with a grey box.

Table III.1a Priorities for Transportation Funding by Demographic Characteristics

Mean Rating (5=spend a lot less, 1=spend a lot more)	Sex		Age			Education		Within City Limits	
	male	female	18-34	35-54	55+	less than bachelor's	bachelor's or more	yes	no
On major maintenance curb & gutter replacement resurfacing of streets	3.4	3.5	3.4	3.4	3.6	3.5	3.4	3.4	3.6
On minor maintenance patching potholes and replacing paint markings and signs	3.6	3.6	3.6	3.4	3.8	3.7	3.5	3.6	3.6
reduce the effects of automobile traffic on neighborhoods, such as speed and noise control	3.1	3.3	3.2	3.2	3.3	3.3	3.1	3.2	3.1
On street improvements to enhance traffic flow and reduce congestion, such as new left and right turn lanes	4.0	3.8	3.9	3.9	3.8	3.9	3.9	3.8	4.1
On construction to add capacity to existing roads, such as the addition of lanes in major corridors	3.3	3.2	3.2	3.3	3.5	3.4	3.2	3.2	3.7
On major street improvements to expand the road system, such as new interchanges and roads	3.3	3.1	3.2	3.2	3.3	3.4	3.1	3.1	3.6
On maintenance of existing bicycle and multi-use paths	3.4	3.5	3.5	3.4	3.4	3.3	3.6	3.5	3.3
On construction of additional bicycle lanes along major corridors to fill in missing stretches of bicycle facilities	3.8	3.9	4.0	3.8	3.6	3.7	4.0	3.9	3.7
On further expansion of the off-street bicycle system, including greenways trails and underpasses	3.8	3.7	3.9	3.7	3.5	3.5	3.9	3.8	3.4

Table III.1a Priorities for Transportation Funding by Demographic Characteristics(continued)

Mean Rating (5=spend a lot less, 1=spend a lot more)	Sex		Age			Education		Within City Limits	
	male	female	18-34	35-54	55+	less than bachelor's	bachelor's or more	yes	no
On maintenance of the sidewalks and pedestrian paths	3.3	3.4	3.3	3.4	3.6	3.3	3.4	3.4	3.4
On construction of missing links in the existing sidewalk system such as near schools, hospitals, business areas and con	3.8	4.0	3.9	3.9	4.0	3.9	3.9	3.9	3.8
On construction of additional sidewalks and pedestrian paths in areas where none exist today	3.7	3.9	3.9	3.8	3.7	3.8	3.8	3.8	3.9
On increasing the frequency of buses on existing routes	3.6	3.7	3.7	3.6	3.6	3.5	3.7	3.7	3.5
On increasing the number of bus routes	3.7	3.9	3.9	3.7	3.8	3.7	3.8	3.8	3.8
On continued support for the Eco-Pass program	3.7	4.0	3.9	3.8	3.7	3.7	3.9	3.8	3.7
On expansion of the Eco-Pass program to include more of the community	3.8	4.0	4.0	3.8	3.9	3.9	4.0	4.0	3.7
On transportation safety related education and marketing	3.2	3.3	3.4	3.1	3.2	3.4	3.1	3.3	3.2
Promotion and educational efforts in support of alternative modes	3.5	3.7	3.9	3.4	3.4	3.6	3.6	3.6	3.6

Table III.1b Priorities for Transportation Funding by Demographic Characteristics

Mean Rating (5=spend a lot less, 1=spend a lot more)	Children in Household		Housing Unit		Rent or Own		Length of Residency	
	yes	no	detached	attached	rent	own	less than 5 years	5 or more years
On major maintenance curb & gutter replacement resurfacing of streets	3.4	3.4	3.4	3.4	3.4	3.5	3.5	3.4
On minor maintenance patching potholes and replacing paint markings and signs	3.6	3.5	3.5	3.6	3.6	3.5	3.7	3.5
reduce the effects of automobile traffic on neighborhoods, such as speed and noise control	3.2	3.3	3.1	3.3	3.3	3.1	3.4	3.1
On street improvements to enhance traffic flow and reduce congestion, such as new left and right turn lanes	3.9	3.9	3.8	3.9	3.9	3.9	3.9	3.9
On construction to add capacity to existing roads, such as the addition of lanes in major corridors	3.3	3.4	3.2	3.3	3.2	3.4	3.4	3.3
On major street improvements to expand the road system, such as new interchanges and roads	3.3	3.2	3.2	3.2	3.1	3.3	3.3	3.2
On maintenance of existing bicycle and multi-use paths	3.5	3.4	3.4	3.5	3.5	3.4	3.5	3.4
On construction of additional bicycle lanes along major corridors to fill in missing stretches of bicycle facilities	3.9	3.9	3.8	3.9	3.9	3.7	3.9	3.8
On further expansion of the off-street bicycle system, including greenways trails and underpasses	3.8	3.8	3.8	3.7	3.8	3.7	3.8	3.7
On maintenance of the sidewalks and pedestrian paths	3.4	3.3	3.4	3.3	3.3	3.4	3.4	3.4
On construction of missing links in the existing sidewalk system such as near schools, hospitals, business areas and con	3.9	3.9	3.9	3.9	3.9	3.9	4.0	3.9
On construction of additional sidewalks and pedestrian paths in areas where none exist today	3.8	3.8	3.8	3.8	3.8	3.8	3.9	3.8

Table III.1b Priorities for Transportation Funding by Demographic Characteristics(continued)

Mean Rating (5=spend a lot less, 1=spend a lot more)	Children in Household		Housing Unit		Rent or Own		Length of Residency	
	yes	no	detached	attached	rent	own	less than 5 years	5 or more years
On increasing the frequency of buses on existing routes	3.7	3.6	3.6	3.7	3.7	3.6	3.7	3.6
On increasing the number of bus routes	3.8	3.6	3.7	4.0	3.9	3.7	3.8	3.8
On continued support for the Eco-Pass program	3.9	3.7	3.9	3.7	3.8	3.8	3.8	3.8
On expansion of the Eco-Pass program to include more of the community	3.9	3.8	3.9	4.0	4.0	3.8	4.0	3.9
On transportation safety related education and marketing	3.3	3.2	3.2	3.3	3.4	3.1	3.4	3.2
Promotion and educational efforts in support of alternative modes	3.7	3.5	3.6	3.6	3.8	3.4	3.9	3.5

Table III.1c Priorities for Transportation Funding by Demographic Characteristics

Mean Rating (5=spend a lot less, 1=spend a lot more)	CU Student Status		Employment Status		City Where Work		Ratio of Drivers to Cars	
	CU student	not a student	employed	not employed	Boulder	other city	1 or less	more than 1
On major maintenance curb & gutter replacement resurfacing of streets	3.4	3.4	3.4	3.7	3.4	3.5	3.4	3.4
On minor maintenance patching potholes and replacing paint markings and signs	3.5	3.6	3.5	3.8	3.5	3.5	3.6	3.5
reduce the effects of automobile traffic on neighborhoods, such as speed and noise control	3.1	3.3	3.2	3.2	3.2	3.3	3.2	3.1
On street improvements to enhance traffic flow and reduce congestion, such as new left and right turn lanes	4.1	3.8	3.9	4.1	3.9	3.8	3.9	3.9
On construction to add capacity to existing roads, such as the addition of lanes in major corridors	3.2	3.3	3.2	3.6	3.2	3.4	3.3	3.5
On major street improvements to expand the road system, such as new interchanges and roads	3.1	3.2	3.2	3.5	3.2	3.3	3.2	3.6
On maintenance of existing bicycle and multi-use paths	3.5	3.4	3.5	3.3	3.4	3.6	3.5	3.1
On construction of additional bicycle lanes along major corridors to fill in missing stretches of bicycle facilities	3.9	3.8	3.9	3.5	3.9	4.0	4.0	3.4
On further expansion of the off-street bicycle system, including greenways trails and underpasses	3.7	3.7	3.8	3.4	3.7	3.9	3.8	3.7
On maintenance of the sidewalks and pedestrian paths	3.3	3.4	3.3	3.5	3.3	3.5	3.4	3.1
On construction of missing links in the existing sidewalk system such as near schools, hospitals, business areas and con	3.7	3.9	3.9	3.7	3.9	3.9	3.9	3.7
On construction of additional sidewalks and pedestrian paths in areas where none exist today	3.8	3.8	3.8	3.7	3.8	3.8	3.8	3.6

Table III.1c Priorities for Transportation Funding by Demographic Characteristics (continued)

Mean Rating (5=spend a lot less, 1=spend a lot more)	CU Student Status		Employment Status		City Where Work		Ratio of Drivers to Cars	
	CU student	not a student	employed	not employed	Boulder	other city	1 or less	more than 1
On increasing the frequency of buses on existing routes	3.8	3.6	3.7	3.5	3.7	3.7	3.7	3.4
On increasing the number of bus routes	3.9	3.8	3.8	3.9	3.8	3.9	3.8	3.5
On continued support for the Eco-Pass program	3.9	3.8	3.8	3.6	3.9	3.8	3.8	3.7
On expansion of the Eco-Pass program to include more of the community	3.9	3.9	4.0	3.6	4.0	4.0	3.9	3.7
On transportation safety related education and marketing	3.2	3.3	3.3	3.1	3.2	3.4	3.3	2.8
Promotion and educational efforts in support of alternative modes	3.8	3.6	3.7	3.1	3.6	3.8	3.7	3.2

Table III.1d Priorities for Transportation Funding by Demographic Characteristics

Mean Rating (5=spend a lot less, 1=spend a lot more)	how do you feel about travel (readiness to change)		
	I prefer making most of my trips by driving alone	I would like to use other modes of transportation for some o	I make a significant proportion of my trips by using modes o
On major maintenance curb & gutter replacement resurfacing of streets	3.5	3.5	3.3
On minor maintenance patching potholes and replacing paint markings and signs	3.6	3.6	3.5
reduce the effects of automobile traffic on neighborhoods, such as speed and noise control	2.9	3.3	3.3
On street improvements to enhance traffic flow and reduce congestion, such as new left and right turn lanes	4.0	4.1	3.6
On construction to add capacity to existing roads, such as the addition of lanes in major corridors	3.8	3.4	2.8
On major street improvements to expand the road system, such as new interchanges and roads	3.7	3.3	2.8
On maintenance of existing bicycle and multi-use paths	3.0	3.5	3.7
On construction of additional bicycle lanes along major corridors to fill in missing stretches of bicycle facilities	3.2	4.0	4.2
On further expansion of the off-street bicycle system, including greenways trails and underpasses	3.3	3.9	3.9
On maintenance of the sidewalks and pedestrian paths	3.2	3.3	3.5
On construction of missing links in the existing sidewalk system such as near schools, hospitals, business areas and con	3.8	3.9	4.0
On construction of additional sidewalks and pedestrian paths in areas where none exist today	3.6	3.8	4.0

Table III.1d Priorities for Transportation Funding by Demographic Characteristics (continued)

Mean Rating (5=spend a lot less, 1=spend a lot more)	how do you feel about travel (readiness to change)		
	I prefer making most of my trips by driving alone	I would like to use other modes of transportation for some o	I make a significant proportion of my trips by using modes o
On increasing the frequency of buses on existing routes	3.1	3.7	3.9
On increasing the number of bus routes	3.2	4.0	4.0
On continued support for the Eco-Pass program	3.2	3.9	4.1
On expansion of the Eco-Pass program to include more of the community	3.4	4.0	4.2
On transportation safety related education and marketing	3.0	3.2	3.5
Promotion and educational efforts in support of alternative modes	3.1	3.7	3.9

Table III.2a Favor/Oppose Additional Monies for Transportation & Ways to Optain Additional Money

Mean Rating	Sex		Age			Education		Within City Limits	
	male	female	18-34	35-54	55+	less than bachelor's	bachelor's or more	yes	no
favor or oppose additional monies to fund projects?	2.9	3.0	3.1	2.8	2.9	2.9	3.0	3.0	2.8
favor/oppose addition to sales tax	2.2	2.1	2.3	2.0	2.1	2.2	2.2	2.2	2.2
favor/oppose road toll	1.8	1.9	2.0	1.7	1.9	1.8	1.8	1.9	1.7
favor/oppose addition to property tax	2.1	2.0	2.3	1.9	1.8	2.1	2.1	2.1	1.8
favor/oppose employee head tax	2.4	2.5	2.6	2.4	2.3	2.4	2.5	2.5	2.3

Table III.2b Favor/Oppose Additional Monies for Transportation & Ways to Optain Additional Money

Mean Rating	Children in Household		Housing Unit		Rent or Own		Length of Residency	
	yes	no	detached	attached	rent	own	less than 5 years	5 or more years
favor or oppose additional monies to fund projects?	3.0	2.8	2.9	3.0	3.0	2.8	3.0	2.9
favor/oppose addition to sales tax	2.2	2.2	2.1	2.3	2.2	2.1	2.2	2.2
favor/oppose road toll	1.9	1.7	1.9	1.8	1.9	1.7	2.0	1.7
favor/oppose addition to property tax	2.1	2.1	1.9	2.2	2.3	1.8	2.2	2.0
favor/oppose employee head tax	2.5	2.5	2.4	2.5	2.4	2.5	2.5	2.5

Table III.2c Favor/Oppose Additional Monies for Transportation & Ways to Optain Additional Money

Mean Rating	CU Student Status		Employment Status		City Where Work		Ratio of Drivers to Cars	
	CU student	not a student	employed	not employed	Boulder	other city	1 or less	more than 1
favor or oppose additional monies to fund projects?	2.9	2.9	3.0	2.9	2.9	3.1	3.0	2.7
favor/oppose addition to sales tax	2.4	2.1	2.2	2.1	2.1	2.3	2.2	2.2
favor/oppose road toll	2.0	1.8	1.8	1.8	1.9	1.8	1.8	2.0
favor/oppose addition to property tax	2.4	2.0	2.1	1.9	2.1	2.0	2.1	1.7
favor/oppose employee head tax	2.5	2.5	2.5	2.3	2.4	2.6	2.5	2.4

Table III.2d Favor/Oppose Additional Monies for Transportation & Ways to Optain Additional Money

Mean Rating	how do you feel about travel (readiness to change)		
	I prefer making most of my trips by driving alone	I would like to use other modes of transportation for some o	I make a significant proportion of my trips by using modes o
favor or oppose additional monies to fund projects?	2.6	3.0	3.1
favor/oppose addition to sales tax	2.0	2.2	2.3
favor/oppose road toll	1.6	1.7	2.1
favor/oppose addition to property tax	1.9	2.1	2.1
favor/oppose employee head tax	2.1	2.6	2.6

Appendix IV: Priorities and Methods of Funding for Transportation Projects - Additional Tables

Table IV.1
Top Priority Projects for Transportation Funding

Item	Percent Most Frequently Cited as 1st, 2nd or 3rd$_{n=400}$*	Percent Cited as 1st$_{n=400}$
Increasing the number of bus routes	29%	12%
Increasing the frequency of buses on existing routes	23%	14%
Street improvements to enhance traffic flow and reduce congestion	17%	9%
Expansion of the off-street bike system	12%	6%
Construction of additional bike lanes along major corridors	11%	5%
Major street improvements to expand the road system	10%	6%
Promotion and educational efforts on alternate modes	9%	4%
Maintenance of existing bike and multi-use paths	9%	2%
Expansion of the eco-pass program	9%	5%
Minor maintenance of existing street system	8%	2%
Major maintenance of existing street system	7%	4%
Construction to add capacity to existing roads	6%	4%
Reduce the effects of automobile traffic on neighborhoods	5%	2%
Light rail	5%	5%
Maintenance of the sidewalks and pedestrian paths	4%	1%
Construct missing links in the existing sidewalk system	3%	1%
Continued support for the eco-pass program	3%	1%
Construct additional sidewalks and pedestrian paths	3%	2%
Increase available parking	2%	2%
Transportation safety related education	1%	1%
Traffic signal timing	1%	1%
Impose penalities or limitations for various reasons (e.g., police enforcement)	1%	<1%
Other	16%	2%
Don't know/refused	7%	7%
TOTAL		100%

*Adds up to more than 100 because respondents could make up to 3 choices.

Appendix V: Survey Methodology

Sample Selection

Approximately 2,000 randomly selected phone numbers were purchased for the Boulder area from a company specializing in phone survey services. The numbers were generated using Boulder prefixes and then adding the last four digits from a random number generator. If blocks of numbers were known to be unassigned, no numbers were generated from these blocks. The use of random numbers allowed for unlisted telephone numbers to be selected for the survey, thereby providing a more representative sample of the population.

Survey Administration

Phone interviews were administered during the weeks of November 1st to November 16th, 1998.[11] A majority of the interviews were completed during the evening hours and on weekends. All phone numbers were dialed at least three times before being taken out of the sample, with at least one of the attempts on either a weekend or weekday evening. Final dispositions of all calls are displayed in Table III.1.

Table III.1: Disposition of all Calls, and Response Rate

Disposition of Call	Number	Percent
completed interview	402	20.0%
refusals/hang ups	160	8.0%
more than 3 call attempts but no answer	741	36.8%
disconnected	393	19.5%
fax machine/business	291	14.5%
language barrier	24	1.2%
TOTAL	2011	100.0%
RESPONSE RATE/COMPLETES AS PERCENT OF ELIGIBLE HOUSEHOLDS[12]	402	30.3%

Of the 1,327 eligible households, 402 completed the interview providing a response rate of 30%. Approximately 12% of eligible households refused the survey.

[11] CPPA contracted with Aspen Research to do the data collection. Aspen purchased the random digit dial sample, conducted the interviews using a CATI (computer aided telephone interviewing) system, and produced an electronic data set.

[12] "Eligible" households refer to phone numbers that belong to a residence and are not a fax, business or disconnected. Numbers never reached are assumed to be eligible residences, although almost certainly some of these numbers are ineligible, thus artificially deflating the response rate.

Data Analysis

The surveys were analyzed using the SPSS statistical package. For the most part, frequency distributions and mean ratings are presented in the body of the report. Chi-square tests of significance were applied to frequency breakdowns of selected survey questions by demographic subgroups. ANOVA tests of significance were used to test differences in mean ratings by demographic subgroups. A "p-value" of .05 or less indicates that there is less than a 5% probability that differences observed between subgroups are due to chance; or in other words, a greater than 95% probability that the differences observed are "real". Where differences were statistically significant, they are so noted in the report and Appendix I.

Weighting

The demographic characteristics of the sample were compared to those found in the 1995 Citizen Survey and statistically adjusted to reflect the larger population when necessary. The two socioeconomic characteristics that showed the largest differences in opinion and behaviors between the groups were age and owner status. Thus the responses were weighted by these two variables -- other discrepancies between the whole population and the sample were also aided by the weighting due to the intercorrelation of many socioeconomic characteristics. The results of the weighting scheme are presented in Table III.2.

Table III.2: Weighting Scheme

Demographics	Population Norm	Survey Unweighted Data	Survey Weighted Data
Sex			
Male	50%	49%	50%
Female	50%	51%	50%
Age			
18-34	51%	32%	51%
35-54	33%	47%	34%
55+	15%	21%	15%
CU Student Status			
CU Student	25%	14%	22%
Non-Student	75%	86%	78%
Education			
less than college	42%	28%	34%
at least a bachelor's	58%	72%	66%
HU type			
attached	46%	32%	44%
detached	53%	68%	56%
Tenure			
rent	55%	32%	55%
own	45%	68%	45%

Appendix VI: Survey Instrument

1999 Annual Transportation Survey

[TEXT IN CAPITALS IS NOT TO BE READ BY INTERVIEWERS. IT IS EITHER INSTRUCTIONS TO THE INTERVIEWERS, INSTRUCTIONS FOR PROGRAMMING, OR RESPONSES THAT CAN BE INDICATED, BUT NOT READ.]

Hello, my name is _____ and I am calling on behalf of the City of Boulder. We are conducting a survey of Boulder residents about issues facing the City of Boulder, and would like your opinions to help guide Boulder's future. The results of this survey will be presented to City Council as part of a future study session By randomly selecting telephone numbers within the Boulder area, your household has been chosen to be included in this survey. This survey should only take a few minutes to complete, and your answers will be completely confidential. Responses to the survey will be reported in group form only.

In order to keep our survey representative of Boulder's population, I would like to speak to the adult member in your household who most recently had a birthday. (IF RESPONDENT ASKS, YEAR OF BIRTH IS NOT TO BE CONSIDERED). Is that you?
IF NO: May I speak with that person, please?

[REPEAT FIRST PARAGRAPH IF THE BIRTHDAY PERSON IS NOT THE PERSON WHO ANSWERED THE PHONE.]

1. I would like to start this survey by asking you what you think is the most important challenge presently facing the City of Boulder? [DO NOT PROMPT, CHECK ALL THAT APPLY, BUT DO NOT PROMPT FOR MORE.]

1	GROWTH/OVERDEVELOPMENT
2	BALANCING GROWTH WITH OTHER CONCERNS (E.G. ENVIRONMENT, ECONOMY, ETC...)
3	TRAFFIC/TRAFFIC CONGESTION
4	TRAFFIC SIGNAL TIMING
5	TRANSPORTATION
6	CITY BUDGET
7	CITY COUNCIL
8	AFFORDABLE HOUSING
9	OPEN SPACE
10	LAW ENFORCEMENT/CRIME/VIOLENCE
11	EDUCATION
12	UNSOLVED HIGH PROFILE CRIMINAL CASES
13	VIOLENT CRIME
14	ECONOMIC VITALITY OF BOULDER/BOULDER'S ECONOMY
15	CROSSROADS/BURA
98	DON'T KNOW
99	OTHER (PLEASE SPECIFY _____)

2. The questions that follow in the rest of this survey are going to focus on transportation issues in Boulder. How would you rate your experience in getting around Boulder? Would you say it is . . .

1 very bad
2 bad
3 neither good nor bad
4 good
5 very good
6 DON'T KNOW

3. What, if anything, do you think should be done to improve transportation in Boulder? [DO NOT PROMPT, CHECK ALL THAT APPLY; MAY PROMPT FOR MORE THAN ONE ANSWER.]

1. ADDITIONAL PARKING DOWNTOWN
2. ADDITIONAL PARKING IN PLACES OTHER THAN DOWNTOWN
3. IMPROVE NEIGHBORHOOD TRAFFIC SAFETY
4. IMPROVE STREET MAINTENANCE
5. IMPROVE SNOW REMOVAL
6. REDUCE SPEEDING VEHICLES
7. IMPROVE TRAFFIC SIGNAL TIMING
8. IMPROVE EASE OF GETTING AROUND TOWN BY CAR
9. IMPROVE EASE OF GETTING AROUND TOWN BY BIKE
10. IMPROVE EASE OF GETTING AROUND TOWN BY BUS
11. IMPROVE EASE OF GETTING AROUND TOWN BY WALKING
12. REDUCE TRAFFIC CONGESTION
13. GET RID OF SPEED BUMPS, TRAFFIC CIRCLES, ETC...
14. IMPROVE/INCREASE BIKE PATHS/LANES (SYSTEM)
15. REDUCING SINGLE OCCUPANCY VEHICLE TRAVEL
16. IMPROVE BUS/TRANSIT SERVICE
17. THERE IS TOO MUCH PARKING/PARKING IS TOO CHEAP
18. IMPROVE PEDESTRIAN SAFETY
19. IMPROVE BICYCLIST SAFETY
20. IMPROVE DRIVER SAFETY
21. REDUCE AGGRESSIVE DRIVING/" ROAD RAGE"
22. IMPROVE EMERGENCY RESPONSE TIMES
23. DRIVERS SHOULD NOT BE SO RUDE OR INCONSIDERATE
24. GET RID OF PHOTORADAR
25. EXPAND PHOTORADAR
98. NOTHING, CAN'T THINK OF ANY OR TRANSPORTATION IS FINE
99. OTHER, PLEASE SPECIFY _____

4. Please tell me whether you strongly agree, somewhat agree, somewhat disagree or strongly disagree with the following statements. [AFTER EACH, ASK : "Do you strongly agree, somewhat agree, somewhat disagree, or strongly disagree?" UNTIL THEY GET THE HANG OF THE SCALE. 1= STRONGLY AGREE; 2=SOMEWHAT AGREE; 3=SOMEWHAT DISAGREE; 4=STRONGLY DISAGREE; 5=DON'T KNOW]

   a. The City of Boulder should widen existing roads in town and in neighborhoods and build new roads in order to relieve current and future traffic congestion.

   b. The City of Boulder should limit job growth in the City in order to relieve current and future traffic congestion.

   c. Most of the traffic problems in Boulder are not caused by residents, but by people commuting into the City and tourists.

   d. The City of Boulder should concentrate on providing more alternatives to the automobile in order to relieve current and future traffic congestion.

   e. People who drive more should pay more of the costs of maintaining the roads in Boulder.

   f. The City of Boulder should not attempt to relieve traffic congestion, but let traffic reflect current conditions.

   g. New development should pay more than existing residents for transportation improvements.

   h. The City of Boulder should provide additional frequent, small bus service like the HOP and SKIP.

   i. The City of Boulder should provide more parking spaces for employees and shoppers in the downtown area.

   j. The City of Boulder is spending taxpayer's transportation money wisely.

   k. The City of Boulder should give a higher priority to funding transportation improvements which serve pedestrians, bicyclists and bus riders than to transportation improvements to serve automobiles.

5. Is there anything else you would like to tell me about what you think the City should do to address transportation in Boulder? [IF NO, GO TO QUESTION #6. OTHERWISE, RECORD RESPONSE.]

   _____

6. Next, I would like you to rate the following aspects of the transportation system in Boulder. Please rate each on a scale of 1 to 5, with one being "very bad" and 5 being "very good".

What about . . . . ? How would you rate this aspect of transportation? [PLEASE ROTATE LIST. USE "6" FOR DON'T KNOW".]

	very bad				**very good**
a. Sidewalks	1	2	3	4	5
b. Bike paths and lanes	1	2	3	4	5
c. Condition of the streets . . . . . (IF THEY ASK, SAY "street maintenance")	1	2	3	4	5
d. Neighborhood traffic mitigation efforts, such as traffic circles, speed bumps, and so on	1	2	3	4	5
e. Local transit, including local RTD buses, the HOP and the SKIP	1	2	3	4	5
f. Parking downtown	1	2	3	4	5
g. Parking in places other than downtown	1	2	3	4	5
h. Traffic signal timing	1	2	3	4	5
i. Neighborhood traffic safety	1	2	3	4	5
j. Traffic congestion	1	2	3	4	5

7. Now I'd like to ask you a few questions about your priorities for transportation funding. First, I am going to ask you whether you think the City should spend more or less money on each of the following types of transportation projects. [PLEASE ROTATE LIST IN "BLOCKS" -- QUESTIONS a, b, c, d, e, f ARE BLOCK #1-STREETS; QUESTIONS g, h, i ARE BLOCK #2-BIKES; QUESTIONS j, k, l ARE BLOCK #3-SIDEWALKS; QUESTIONS m, n, o ARE BLOCK #4-BUS.]

Do you think the City should . . .

	spend a lot more	**spend a little more**	**spend about the same**	**spend a little less**	**spend a lot less**	**don't know**
a. On major maintenance of the existing street system, which includes curb & gutter replacement and resurfacing of streets .	1	2	3	4	5	6
b. On minor maintenance of the existing street system, such as patching potholes and replacing paint markings and signs	1	2	3	4	5	6
c. On projects to try to reduce the effects of automobile traffic on neighborhoods, such as speed and noise control	1	2	3	4	5	6
d. On street improvements to enhance traffic flow and reduce congestion, such as new left and right turn lanes	1	2	3	4	5	6
e. On construction to add capacity to existing roads, such as the addition of lanes in major corridors	1	2	3	4	5	6

f. On major street improvements to expand the road system, such as new interchanges and roads	1	2	3	4	5	6
g. On maintenance of existing bicycle and multi-use paths	1	2	3	4	5	6
h. On construction of additional bicycle lanes along major corridors and to fill in "missing" stretches of bicycle facilities .	1	2	3	4	5	6
i. On further expansion of the off-street . . . bicycle system, including greenways trails and underpasses	1	2	3	4	5	6
j. On maintenance of the sidewalks and pedestrian paths	1	2	3	4	5	6
k. On construction of missing links in the existing sidewalk system, such as near schools, hospitals, business areas and connections to bus routes	1	2	3	4	5	6
l. On construction of additional sidewalks and pedestrian paths in areas where none exist today	1	2	3	4	5	6
m. On increasing the frequency of buses on existing routes	1	2	3	4	5	6
n. On increasing the number of bus routes	1	2	3	4	5	6
o. On continued support for the Eco-Pass program	1	2	3	4	5	6

[INTERVIEWERS: IF RESPONDENT ASKS ABOUT THE ECO-PASS PROGRAM, TELL THEM: "The Eco-Pass program is a program in which annual bus passes are bought for or by a group of people; for example, an employer may buy annual bus passes for all its employees which allows them to ride the bus for free, or a neighborhood may join together buy passes for everyone in the neighborhood."]

p. On expansion of the Eco-Pass program to include more of the community	1	2	3	4	5	6
q. On transportation safety related education and marketing	1	2	3	4	5	6
r. Promotion and educational efforts	1	2	3	4	5	6

8. Now, please tell me what **three** types of transportation projects you think should take the highest priority for transportation funding. [DO NOT PROMPT, MAY NAME UP TO 3]

1) _____
2) _____
3) _____

1. MAJOR MAINTENANCE OF EXISTING STREET SYSTEM, --CURB & GUTTER REPLACEMENT AND RESURFACING OF STREETS
2. MINOR MAINTENANCE OF EXISTING STREET SYSTEM, SUCH AS PATCHING POTHOLES AND REPLACING PAINT MARKINGS AND SIGNS
3. REDUCE THE EFFECTS OF AUTOMOBILE TRAFFIC ON NEIGHBORHOODS, SUCH AS SPEED AND NOISE CONTROL
4. STREET IMPROVEMENTS TO ENHANCE TRAFFIC FLOW AND REDUCE CONGESTION, SUCH AS NEW LEFT AND RIGHT TURN LANES
5. MAJOR STREET IMPROVEMENTS TO EXPAND THE ROAD SYSTEM, SUCH AS NEW INTERCHANGES AND ROADS
6. MAINTENANCE OF EXISTING BICYCLE AND MULTI-USE PATHS
7. CONSTRUCTION OF ADDITIONAL BICYCLE LANES ALONG MAJOR CORRIDORS AND TO FILL IN "MISSING" STRETCHES OF BICYCLE FACILITIES
8. EXPANSION OF THE OFF-STREET BICYCLE SYSTEM, INCLUDING GREENWAYS TRAILS AND UNDERPASSES
9. MAINTENANCE OF THE SIDEWALKS AND PEDESTRIAN PATHS
10. CONSTRUCTION OF MISSING LINKS IN THE EXISTING SIDEWALK SYSTEM, SUCH AS NEAR SCHOOLS, HOSPITALS, BUSINESS AREAS AND CONNECTIONS TO BUS ROUTES
11. CONSTRUCTION OF ADDITIONAL SIDEWALKS AND PEDESTRIAN PATHS IN AREAS WHERE NONE EXIST TODAY
12. INCREASING THE FREQUENCY OF BUSES ON EXISTING ROUTES
13. INCREASING THE NUMBER OF BUS ROUTES
14. CONTINUED SUPPORT FOR THE ECO-PASS PROGRAM
15. EXPANSION OF THE ECO-PASS PROGRAM TO MORE OF THE COMMUNITY
16. TRANSPORTATION SAFETY RELATED EDUCATION AND MARKETING
17. PROMOTION AND EDUCATIONAL EFFORTS ON ALTERNATIVE MODE USE
18. ON CONSTRUCTION TO ADD CAPACITY TO EXISTING ROADS, SUCH AS THE ADDITION OF LANES IN MAJOR CORRIDORS
19. OTHER (SPECIFY) _____
20. OTHER (SPECIFY) _____

9. Currently, the City only has somewhat more than half of the money needed to fund transportation projects proposed in the Transportation Master Plan. I am going to read you three statements about transportation funding. Please tell me which statement best represents how you feel about financing for transportation projects.

   1 The City should prioritize its transportation spending as best it can, and not try to use any additional monies, or
   2 The City should make reductions in other areas within the City in order to fund transportation projects, or
   3 The City should not make reductions in other areas within the City, but should raise additional monies for transportation projects
   4 DON'T KNOW
   5 OTHER _____

10. If the funding priorities paralleled the choices you have made, would you favor or oppose raising additional monies to fund these projects? Would you say you . . .

   1 strongly favor
   2 somewhat favor
   3 somewhat oppose, or
   4 strongly oppose the City raising additional monies.
   5 DON'T KNOW

   10a Why do you favor raising additional monies?

   10b. Why do you oppose raising additional monies?

   _____

11. Now I'm going to ask your opinion about several possible ways to obtain additional monies for transportation, and I'd like you to tell me whether you (scale) these methods.

   What about . . .

	Do you . . . **strongly favor**	**somewhat favor**	**somewhat oppose**	**strongly oppose**	**DON'T KNOW**
a. An addition to the city sales tax	1	2	3	4	5
b. A road toll, where drivers pay to use the streets	1	2	3	4	5
c. An addition to property taxes	1	2	3	4	5
d. An employee head tax which would be paid by employers based on the number of employees they have	1	2	3	4	5

12. Are there any other ways that you would suggest to pay for the transportation projects that you would like to see funded?

    1 NO (GO TO QUESTION 13)
    2 YES (SPECIFY) _____

These last few questions are about you and your family, and will be used to cross-classify responses. Let me assure you once again that your answers are confidential, and will be reported in group form only.

13. How long have you lived in (or near) Boulder?

    _____ years

14. Do you live within Boulder city limits?

    1 YES
    2 NO
    3 DON'T KNOW
    4 Refused

15. Please tell me which of the following three statements comes closest to your feelings about traveling in and around Boulder.

    1. I prefer making most of my trips by driving alone, and am unlikely to change how I travel. or
    2. While I make most of my trips by driving alone, I would like to use other modes of transportation for some of the trips I make. or
    3. I make a significant proportion of my trips by using modes other than driving alone.
    4. OTHER, IF THEY CAN'T ANSWER [DON'T OFFER THIS, BUT IF THEY CAN'T ANSWER IT, RECORD THEIR ANSWER, OR THE REASON THEY CAN'T ANSWER.]

    _____

16. About how often, if ever, do you use an RTD bus for your work commute?

    1 once a year or less
    2 2 to 11 times a year
    3 1 to 3 times a month
    4 1 to 2 times a week
    5 3 times a week or more
    6 DON'T WORK/RETIRED
    7 REFUSED/Don't know

17. About how often, if ever, do you use an RTD bus for other types of trips, such as shopping or personal errands?

1 once a year or less
2 2 to 11 times a year
3 1 to 3 times a month
4 1 to 2 times a week
5 3 times a week or more
6 REFUSED/don't know

18. How many people live in your household (including yourself)?

_____ people 99 = refused

19. How many are 16 years of age or older?

_____ people (skip if 1 or 99 on q18)

20. Do you have any type of Eco-Pass or Buff One CU Pass?

[FOR INTERVIEWER: IF RESPONDENT ASKS, A BUFF ONE PASS IS A PASS ISSUED BY THE UNIVERSITY OF COLORADO TO STUDENTS AND FACULTY AND STAFF THAT ACTS AS THEIR ID, THEIR ECO-PASS, THEIR ATM CARD, ETC.)

1 yes --> GO TO QUESTION 20A, AND THEN TO Q22
2 no --> GO TO QUESTION 20B
3 REFUSED --> GO TO QUESTION 25

20a. What type of Eco-Pass do you have?

1 Business/Employee Eco-Pass
2 Neighborhood Eco-Pass
3 Buff One Card CU Boulder Student ID pass
4 Buff One Card CU Boulder Faculty/Staff ID pass
5 Naropa Pass
6 other, specify _____
7 DON'T KNOW

20b. Do you have an RTD monthly or annual transit pass, purchased from RTD?

1 no --> GO TO QUESTION #21B1
2 yes

20b1. What type of RTD transit pass do you have?

1 regional
2 local
3 student discount pass
4 senior discount pass
5 OTHER, SPECIFY
6 DON'T KNOW

[SKIP TO QUESTION #21B2 IF THEY "DON'T WORK (QUESTION #16)]

21b1. If an Eco-Pass was available to you through work, school or your neighborhood, how likely would you be to ride RTD buses more than you do now for your work commute? Would you say you would be . . .

1 much more likely to increase your use of the RTD bus for your work commute,
2 somewhat more likely, or
3 not very likely to increase your use of the RTD bus for your work commute
4 DON'T KNOW

21b2. If an Eco-Pass were available to you through work, school or your neighborhood, how likely would you be to ride RTD buses more than you do now for your non-work commute trips, such as shopping or personal errands? Would you say you would be . . .

1 much more likely to increase your use of the RTD bus for your non-work commute trips
2 somewhat more likely, or
3 not very likely to increase your use of the RTD bus for your non-work commute trips
4 DON'T KNOW

[SKIP QUESTION #22 AND #23 IF THERE IS ONLY ONE PERSON IN THE HOUSEHOLD (Q18).]

22. How many, if any, other people in your household have Eco-Passes or Buff One passes?

_____ people (IF NONE, GO TO QUESTION #24) 1=99 99=refused

23. What kind of passes do they have? [CHECK ALL THAT APPLY]

1 Business/Employee Eco-Pass
2 Neighborhood Eco-Pass
3 Buff One Card CU Boulder Student ID pass
4 Buff One Card CU Boulder Faculty/Staff ID pass
5 Naropa Pass
6 other, specify
7 DON'T KNOW

24. How many passenger cars, vans and light trucks does your household own or normally have use of?

_____

25. What city do you work in or nearest to?

1 BOULDER
2 LONGMONT
3 LOUISVILLE OR LAFAYETTE
4 BROOMFIELD
5 DENVER OR ITS SUBURBS
6 OTHER CITY
7 DO NOT WORK
8 REFUSED

26. What type of housing unit do you live in? Is it a

1 detached single family home
2 an apartment
3 a condominium or townhouse
4 a mobile home
5 group quarters (*e.g. dormitory, fraternity or sorority*)
6 other _____
7 REFUSED

27. Do you rent or own your residence?

1 RENT
2 OWN
3 REFUSED

28. Which of the following categories best describes the amount of formal education you have completed?

1 0 - 11 years, no diploma
2 high school graduate
3 some college, no degree
4 associate degree
5 bachelors degree
6 graduate or professional degree
7 REFUSED

29. Which of the following categories best describes your age?

1 18 - 24
2 25 - 34
3 35 - 44
4 45 - 54
5 55 - 64
6 65 or older
7 REFUSED

30. Are you a student at CU in Boulder?

1 YES
2 NO
3 REFUSED

That's all the questions I have. Thank you very much for your time. We appreciate your responses.

31. WHAT WAS THE GENDER OF THE RESPONDENT?

1 MALE
2 FEMALE